The New-York Times.

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EUROPE.

The Result of the French Elections a Triumph for the Conservatives.

Possibility of the Restoration of the Orleanists.

Rinderpest Among the Cattle Intended for Suffering Paris.

Reported Loss of a French Transport With 1,250 Men on Board.

English and Canadian Opinion on the High Commission.

THE WRENCH ELECTIONS.

A Thoroughly Monarchical Triumph in the North—The First Results Success of the Conservatives.

LONDON, Feb. 10.—A dispatch from Lille says the official result of the elections in the Department of the North will only be published to-morrow. The counting of the votes has been a long and difficult operation. A monarchical triumph is certain, as the Republican majority in the city is but twenty-five per cent., while the monarchists have a majority averaging fifty per cent. in the province.

BORDEAUX, Feb. 10.—The Departments of the Charente Inferieure, Hautes Alpes, Yonne, and the Cities of Dijon and Toulon have elected Republican candidates for the Assembly. The Cities of Nantes, Cahors, and Auch, and the Departments of Creuse, Dordogne, Mayenne, Vendée, Lot, Garonne, and Loire have chosen Conservative, moderate or Liberal Union candidates.

LONDON, Feb. 11.—It is now ascertained beyond a doubt that the result of the French elections is a triumph for the Conservatives.

LONDON, Feb. 11—Noon.—Gens. CHANGARNIER and FAIDHERBE are elected to the National Assembly from the Department of the Somme. The Conservatives have been successful in the circumscription of Rouen by a large majority.

The Elections in Paris—Hugo and Blanqui Among the Elect.

LONDON, Feb. 11.—Paris letters of the 10th state that the result of the elections in the capital was as yet unknown; but it was believed that the list of candidates containing the names of BONAPARTISTE, HUGO and BLANQUI had been chosen. The city was quiet, and the revictualling progressing in a satisfactory manner.

Proclamation Issued in the Name of the Provisional Government with the Consent de Paris and Versailles.

VERSAILLES, Feb. 10.—A strong belief prevails at the Prussian head-quarters that the French Assembly will frame a Provisional Government, with the Count DE PARIS as President, and provide for a future plebiscite on the question of the restoration of the Orleans or the establishment of a republic. The Duc D'AUMALE has a less chance than his nephew.

THE PROSPECTS OF PEACE

Attitude of the Germans—Everything Depending on the French National Assembly—The Emperor Continues Silent.

BERLIN, Feb. 10.—The *Kreuz Zeitung* of to-day says that no decision will be made as to the prolongation of the armistice until it can be seen what chance there is that the French National Assembly will conclude peace.

LONDON, Feb. 11.—The prolongation of the armistice depends entirely upon the temper of the French Assembly toward the Prussian demands as regards a cession of territory, a money indemnity, and the dismantling of the French fortresses on the border of Germany.

BRUSSELS, Feb. 11.—The *Echo de Parlement* says that the British Government has advised Prussia to arbitrate the terms of peace with France in order to secure the collective guarantee of the great Powers of Europe.

PARIS.

The American Vessel at Bordeaux With Bread for Paris—A Shooting Affray—Workmen Among the Insurgents—Decree of Caddo Suspended for the Wounded Parisians.

LONDON, Feb. 12.—The brig J. L. Bowen has arrived at Bordeaux, laden with food for Paris. She is the first American vessel which has visited that port in ten years. The routes to Paris are all open, and travel is resumed.

BERNY, Feb. 10.—A veritable plague has appeared among the immense droves of cattle intended for the relief of Paris and a sanitary cordon has been established around the animals which have become infected. The deaths are so numerous that it is impossible to bury the carcasses, and they are, therefore, being hauled on condemned war ships, which are towed out to sea and sunk.

BORDEAUX, Feb. 11.—The subscriptions to the French Relief Fund now amount to $67,000.

MISCELLANEOUS WAR NEWS.

Skirmish Between the Swiss and Prussians in Switzerland—Hostilities Likely to Be Renewed at the Request of the Swiss—A Warlike Decree from the Mexican Government.

LONDON, Feb. 11.—A dispatch from Versailles says that Count VON BISMARCK declines the request of Switzerland for the opening of negotiations for the return to France of the prisoners detained on Swiss soil because, in his language, "experience had shown that the French Government was unable to guarantee the abstention of the returned soldiers from taking up arms against Germany." The Count requests of the Government of Switzerland to continue the exercise of the duties of a loyal neutrality, and thereby hasten the return of peace.

LONDON, Feb. 11.—A decree has been issued by the Bordeaux Government which calls out the military class of 1871 immediately.

BRUSSELS, Feb. 10.—M. JULES FAVRE, the member of the French Government, has not arrived at Brussels, as has been reported. The rumor was caused by the fact that a French merchant of the same name is at present in this city.

THE RIDE COMMISSION.

The London *Times* Has Mixed Feelings —Canada Rejoices at the Prospect— No Annexation, Our Neighborly Motive.

LONDON, Feb. 11.—The *Times* of today "views with mixed feelings the appointment of the Commission." "The settlement of one tangible grievance," it says, "is desirable, but unhappily a treaty has already been selected by the American Senate, indicating but a slight desire on the part of the Americans to remove the grounds of difference between the two countries. When the principle of the *Alabama* claims is determined, the individual claims will be easily adjusted." The *Times* adds that "the tone of American discussion must change in all respects, if good feeling is to be restored" between America and England.

TORONTO (Ont.), Feb. 11.—The Canada papers representing various political parties, express great satisfaction at the appointment of the Commissioners to settle the differences between England and the United States. They consider that the appointment of two Canadian statesmen on the Commission secures a just representation of Canadian rights. They express the hope that the result of the deliberation will be a fair settlement of all differences, and that each country will go on its own way, trying to do what is fair and right to its neighbor. They say we don't wish to be annexed to our friend across the line. Let both countries understand this; and if we cannot become one nation let us continue good neighbors and good customers to one another as in the past.

BRITISH PARLIAMENT.

A Heavy Wanted for the Princess Louise —Correspondence on the Franco-Prussian War—Why France was not Represented in the Conference—Food for Paris—An Explanation Required on Foreign Relations.

LONDON, Feb. 10.—The House of Lords was mainly engaged to-night with notices of measures of merely local importance.

A message was received from the Queen asking for a dowry for the Princess LOUISE, suitable to the dignity of the Crown. The message was read, and made the order of the day for Monday.

The House then adjourned.

THE FRANCO-PRUSSIAN WAR.

In the House of Commons, all the correspondence relating to the Franco-Prussian war was presented, and notice was given of many questions to be put to the Government touching its foreign policy.

FRANCE AND THE LONDON CONFERENCE.

Mr. GLADSTONE made an explanation of reasons why France was not represented in the London Conference. He said that the Prussian authorities had promised M. FAVRE a pass for himself to attend the London Conference, if he should be sent as the representative of France, but the Prussian flag having been violated when the application was renewed by M. FAVRE to the military authorities, the bombardment had begun, and M. FAVRE declined to leave Paris.

FOOD FOR PARIS.

Mr. PAKINGTON, Secretary to the Admiralty, in answer to a question as to the condition of Paris, said the Government had been able to spare 2,500 tons of food for the Parisians, and that 1,000 tons more were ready for shipment.

FOREIGN RELATIONS.

Mr. COCHRAN reviewed the Foreign relations of the country, and demanded a Ministerial statement relative to the condition of affairs as regards Russia, Prussia, and France.

There was subsequently a brief debate upon business of a local nature, after which the House adjourned.

GENERAL EUROPEAN NEWS.

The Spanish Government to Monopolize the Cuban Tobacco Trade—The Threatened Duty on Foreign Securities Not to be Exacted in England—Reappointment of British Consuls.

MADRID, Feb. 10.—The Spanish Cortes has passed a law making the sale of Cuban tobacco a monopoly in the hands of the Government.

LONDON, Feb. 11—Noon.—The *Economist* this morning says the Government has relinquished the projected duty on foreign securities.

LONDON, Feb. 10.—The following consular reappointments appear in the London *Gazette* of today:

E. M. ARCHBALD, at New-York; C. E. K. KORTRIGHT, at Philadelphia; H. J. MURRAY, at Portland; —— HENDERSON, at Boston; G. L. BOOKER, at San Francisco; D. DONOGHUE, at New-Orleans; H. T. A. RAINALS, at Baltimore.

Denial of Reported Papal Movements—Any Hostile Demonstration to be Severely Dealt With.

FLORENCE, Feb. 11.—In the Italian Chamber, today, Signor LAURA, in some remarks in reply to a question, said the rumors which had obtained currency of an enrollment of troops by the Papal authorities were of at least a doubtful nature, as were also the reports of the gathering of suspicious individuals in the Vatican. The speaker added that any movement of the sort would be promptly repressed and punished by the Government.

Reported Disaster on the Coasted Brittany—A French Transport Sunk with 1,250 Men.

LIVERPOOL, Feb. 11.—The Liverpool *Courier* of today says that a French transport, with 1,250 persons on board, has foundered off Cape la Hogue, and that all on board were lost.

Rough Weather on the British Coast—Wrecks and Loss of Life.

LONDON, Feb. 11.—There has been a violent gale all along the coast of the United Kingdom. Six ships are ashore near South Shields, and several lives are known to have been lost. Numerous wrecks are apprehended.

Death of the Imaum of Muscat.

LONDON, Feb. 11.—It has been ascertained that the Imaum of Muscat was slain in a recent battle. He will probably be succeeded by SYND TOMEZ, who was victorious over him.

The Ship-Canal at the Isthmus—Capt. Selfridge's Newly-Discovered Route a Very Old One and a Very Bad One.

The marine reporter of the Associated Press at Aspinwall writes under date of 31:

"You will no doubt see some glowing accounts by this steamer of Capt. SELFRIDGE having 'found a place' for the ocean ship-canal from the Atlantic to the Pacific. One—only one—of his men got across to the Gulf of San Miguel, the old route of Lieut. STRAIN'S expedition some years ago, by the Astrace River. Capt. SELFRIDGE found a pass 200 feet high at the lowest elevation. The distance across, as measured on the chart, is 136 miles, most of which is very low swamp land. The distance from the Atlantic to the Pacific by the route of the Panama Railroad is thirty-seven miles, and the summit 265 feet above the sea."

WASHINGTON.

Report of the Commissioner of Education—Private and Unimportant Business in Congress—Revenue Receipts at the Last Six Months—Weekly Treasury Statement—Relief of the Family of Chief-Justice Taney.

Special Dispatch to the New-York Times.

WASHINGTON, Feb. 11.—Early in the morning hour of the Senate, Mr. ANTHONY called up again the resolution to print 20,000 extra copies of the educational report. Mr. BAYARD urged the amendment he offered the other day, to omit a portion of the report which gives the opinions of some unnamed educators of Delaware in regard to education in that State, which he considered libelous. The amendment was accepted by Mr. ANTHONY and agreed to, but several Senators coming in just afterward, the motion to amend was reconsidered, and the rest of the morning hour was taken up in its discussion, which was quite amusing. Mr. WILSON thought the report understated the inefficiency of the public schools in all the States, and probably in Delaware. It was worse than even these opinions indicated. Mr. SAWYER explained that the Commissioner had incorporated these opinions because the State authorities of Delaware were unable to furnish any facts, and opposed the amendment on the ground that all the mistakes could not be corrected any way. Mr. CARPENTER thought on that admission the entire report could not be very valuable, from uncertainty as to which of its statements could be trusted. The constitutionality of the formation of the Bureau of Education was called in question, and the subject was laid aside at the end of the morning hour without a vote.

PRIVATE AND MISCELLANEOUS BUSINESS IN CONGRESS.

The Senate had set apart today for business from the Committees on Pensions and Private Land Claims. The appropriation bills would have held the day however, but they were at the public printing office for the amendment made in Committee of the Whole last night to be printed. A large number of bills were disposed of in one way or another, but none of them were of general public importance. The business of the House, today, was wholly of a private character. The Senate bill allowing the owners of the *Melson* damages for illegal libel was passed, with an amendment cutting off the interest. A bill to pay GEORGE T. ROBINSON, the young man who saved Secretary SEWARD'S life, $5,000, was also passed. Both of these came from the Committee on Foreign Affairs.

Dispatch to the Associated Press.

TREASURY STATEMENT.

Balances in the Treasury today—

Coin	$80,148,000
Currency	21,546,000
Debt certificates	31,540,000
Fractional currency received from the Printing division, this week	$74,000
Shipments of notes	3,700,000
Shipments of currency	250,000
Held in sub-treasury Nat'l Bank circulation	$20,620,200
Held for public deposits	15,210,500
Fractional currency redeemed and destroyed during the week	$24,000
Revenue receipts today	677,000
Total revenue receipts for the month	4,576,726
Revenue receipts for the fiscal year, to date	97,108,977
Customs receipts during the month	6,715,000
Total amount burned	27,702,215
Bank currency issued for bills destroyed during the week	425,000
Amount of bonds deposited	18,450,000
Circulation outstanding	356,675,710

FAMILY OF THE LATE CHIEF-JUSTICE TANEY.

A meeting took place to-day in the United States Supreme Court-room to make some provision for the family of the late Chief-Justice TANEY. Attorney-General AKERMAN was selected as Chairman, and Mr. MIDDLETON, Clerk of the Court, as Secretary. Addresses were made by Mr. AKERMAN, Ex-Attorney-General EVARTS, Senators CARPENTER and EDMUNDS and Representatives GARFIELD and POTTER. Messrs. BLAIR, EVARTS, CARPENTER, CARLISLE and Solicitor-General BARROW were appointed a Committee to carry into effect the object of the meeting. Large subscriptions were made.

CONTRIBUTIONS FOR THE FRENCH.

A public meeting is to be held on Tuesday evening for the purpose of receiving donations of money, provisions, clothing, &c., which, with the proceeds of the late fair, will be shipped with expedition in a national vessel to France. A brief and eloquent appeal is made in behalf of the sufferers.

THE PRESIDENT AT BALTIMORE.

The President is absent in Baltimore with Ex-Secretary BORIE. He is expected to return to Washington to-night.

FORTY-FIRST CONGRESS.

THIRD SESSION.

SENATE....WASHINGTON, Saturday, Feb. 11.

PETITION.

Mr. WILLIAMS, of Oregon, presented a petition from citizens of Oregon for an amendment to the Constitution to prohibit the importation, manufacture and sale of alcoholic liquors. Referred to the Judiciary Committee.

REPORT OF THE COMMISSIONER ON EDUCATION.

Mr. ANTHONY, of Rhode Island, recalled up the resolution to print 20,000 extra copies of the report of the Commissioner of Education.

Mr. ANTHONY assented to the motion, inasmuch as the charge of untruthfulness was made upon the personal knowledge of a Senator. The motion prevailed, but was subsequently reconsidered and defeated at length.

Mr. SAWYER, of South Carolina, explained that in consequence of the failure of the State authorities to supply the information applied for, the Commissioner had recourse to the next best source of information, the Principal of the Normal School.

Mr. EDMUNDS, of Vermont, referred to the allusion in the report as not altogether uncomplimentary to the school system of Vermont, and spoke of the impossibility of attaining perfect accuracy in such a work.

Mr. BAYARD defended the educational system of his State.

Mr. CARPENTER, of Wisconsin, made an inquiry as to the authority upon which a Bureau of Education had been established. He could see no more authority for such a bureau than for one upon agriculture or boots and shoes.

Mr. WILSON, of Massachusetts, thought the school system of Delaware worse than represented, and that this was the case with all the States.

The discussion was continued without action on the subject until the expiration of the morning hour, by Messrs. HOWE, CARPENTER, CONKLING and SAWYER.

The morning hour was then extended by unanimous consent, to permit the transaction of the following morning business:

OBSTRUCTION OF NAVIGATION.

Mr. VICKERS, of Maryland, from the Committee on Commerce, reported a bill to prevent obstructions in the waters of harbors and navigable channels of the United States; providing that whenever the Secretary of War shall receive credible information that any of the navigable waters in harbors and navigable channels of the United States shall be obstructed by the erection of bridges or other superstructures, he shall cause the same to be thoroughly examined and reported upon by competent engineers, and if upon such report and proof taken by them he shall believe that such material obstruction exists, he shall cause the work upon said bridges to be suspended, and report all the facts to Congress at the commencement of its next session.

COMMERCE WITH ASIA.

Mr. SHERMAN, of Ohio, introduced a bill to facilitate commerce between the United States and Asia. Referred to the Committee on Commerce. It provides for incorporating R. S. VAN VALKENBURG, BEN EGGLESTON, THOS. A. SCOTT, JAMES WILSON and others as the Asiatic Commercial Company, with a capital of $10,000,000 for the purpose of carrying on commercial business between the United States, China and Japan, and engaging in public works in the last-named countries.

BRIDGE OVER THE MISSISSIPPI.

Mr. SCHURZ, of Missouri, introduced a bill to authorize the construction of bridges across the Mississippi River at Glasgow and Louisiana, Mo. Referred to the Committee on Commerce.

EXPORTATION OF PETROLEUM.

Mr. VICKERS, of Maryland, from the Committee on Commerce, reported, with an amendment, the bill relating to the exportation of petroleum, allowing the transfer of petroleum imported from Canada into different packages.

SUBSIDY BILLS.

Mr. POMEROY, of Kansas, moved to set apart an evening session for subsidy bills, but Mr. COLE, of California, objected.

WEST POINT APPROPRIATION.

Messrs. COLE, of California, and HOWELL, of Iowa, from the Conference Committee on the West Point and 1812 Pension bill, made reports, which were concurred in.

PENSION BILLS PASSED.

The day having been set apart for the Committee on Pensions, a number of private bills granting pensions were passed.

LAND BILLS.

Business from the Committees on Public Lands and Private Land Claims was then proceeded with, only these bills being acted upon to which there was no objection. Among these were the following:

On motion of Mr. POMEROY, of Kansas—To cede to the State of Ohio the unsold lands in the Virginia Military District in said State.

To enable the Leavenworth, Lawrence and Galveston Railroad Company to relocate a portion of its road.

On motion of Mr. CASSERLY—To amend the act to reduce the expenses of the survey and sale of public lands, approved May 31, 1862.

Providing for facilitating land surveys by settlers.

All of which bills were passed.

On motion of Mr. HOWE, the bill to extend the time for the completion of a railroad between Madison and Portage City, and giving concession to the acts of Congress granting lands to the State of Wisconsin to aid in the building of railroads, was taken up, and, after discussion, an amendment offered by Mr. CASSERLY was adopted, throwing open the lands within the Company's grant to actual settlement, and imposing the price per acre, and the bill passed.

Mr. POMEROY, of Kansas, called up the bill reported by Mr. POMEROY, from the Committee on Public Lands, to incorporate the Great Salt Lake and Colorado River Railroad Company, to aid in the construction of its road, and for other purposes.

Mr. EDMUNDS, of Vermont, said the bill created a corporation with $15,000,000 of capital; that the proposed road was almost 1,000 miles in length, and the land grant would exceed 1,000,000 of acres. He moved to refer the bill to Committee on Pacific Railroads. Lost, by yeas 15, nays 29.

The bill was then laid aside temporarily, and Mr. PATTERSON introduced a bill to incorporate the New-York, Alexandria, Washington and Georgetown Steam-ship Company. Referred to the Committee on the District of Columbia.

At 4½ o'clock P. M. the Senate adjourned.

HOUSE OF REPRESENTATIVES.

MEMORIAL.

Mr. CALKIN, of New-York, presented a memorial of the citizens of New-York and Brooklyn, for an appropriation to the American Printing House for the Blind.

PATENT LAWS.

Mr. STARKWEATHER, of Connecticut, introduced a bill to amend the Patent laws so that the requirement that the application shall be made and the specification sworn to by the inventor or discoverer, if living, shall not apply to patents issued and assumed prior to the 8th of July, 1870. Referred.

REMOVAL OF WEST POINT CADETS.

Mr. STEVENSON, of Ohio, offered a resolution directing the Secretary of War to communicate any information relative to the late fire at the West Point Military Academy and the conduct of the cadets on that occasion; also, any further information he may have touching the late misconduct of the First Class. Adopted.

SALE OF MILITARY RESERVATIONS.

Mr. MONGAN, of Ohio, from the Committee on Military Affairs, reported back the Senate bill to provide for the disposition of useless military reservations, with amendments.

The amendments were agreed to, and the bill passed. It authorizes the sale of the military reservations at Fort Lane and Walla Walla, Oregon; Fort Zarah, Kansas; Camp McGarry, Nevada; Fort Sumner, New-Mexico; Forts Ebsex and Sabine, Louisiana; Forts Wayne and Smith, Arkansas; such portion of Fort Abercrombie as lies east of the Red River of the North, and such portion of Fort Fetterman, Wyoming, as are no longer required for military purposes.

PRIVATE BILLS.

The House then proceeded to the consideration of bills of a private character. A large number of pensions and other private bills were passed.

M'GARRAHAN'S CASE.

On motion of Mr. PETERS, the consideration of the M'Garrahan case was fixed for next Saturday.

STATUS OF THE INDIANS.

Mr. ARMSTRONG, of Pennsylvania, introduced a joint resolution declaring that hereafter no Indian nation or tribe within the limits of the United States shall be acknowledged or recognized as an independent nation, tribe or power, with whom the United States may contract by treaty, and that all contracts or agreements heretofore made by and between them or any of them and the United States shall be subject to the approval of Congress, and shall not be construed to authorize or impairing the obligations of any existing treaty. Referred.

PROTECTION OF LIFE ON STEAM-BOATS.

On motion of Mr. COBURN, of Michigan, the consideration of the bill to protect life on steam vessels was fixed for Thursday next.

THE LATE DISASTER.

The Testimony of Superintendent Toucey.

Lack of Precautions on the Two Trains—How Easily the Fatal Collision Could Have Been Prevented—The Exact Position of Things When It Occurred—Duties of the Employes, and How They Were Attended To.

From Our Special Correspondent.

POUGHKEEPSIE, N. Y., Saturday, Feb. 11, 1871.

The public interest in the disaster of Monday night at New-Hamburg, on the Hudson, has not been lessened by the lapse of five days because by the mass of evidence which has been brought together, new and important facts are slowly developed. All these tend to deepen the conviction of disinterested parties, as to the cause and the blame of the calamity. It is not to be supposed that such a wealthy and powerful corporation as the Hudson River Railroad Company is without its hosts of retainers. These are well represented here. Reticence, cunning, and subtlety mark their policy, and not a particle of information is given by them. Mr. TOUCEY is severely polite and affable, but uncommunicative. It is but just to say of him that heretofore his management has been remarkably successful. His system of watching and inspecting the tracks and governing the running of trains has been wise and faithful. If he failed to meet the present crisis adequately it was not owing either to his lack of energy or humanity. The lack of Police and other much-needed arrangements at the scene seems to be greatly regretted by him. He is held in high estimation by the citizens of this place, and possibly much of the blame for any shortcoming that he may be charged with is due to causes beyond his control.

LACK OF PRECAUTION.

This, however, does not excuse the Company from the charge of culpable carelessness. No reasonable person will say that every precaution to prevent the accident. A watchman [illegible] should have been near enough to the draw-bridge to have changed that light which sent its white rays to the approaching train and hurried it on to destruction. The exact situation of affairs at the fatal hour is supposed to be as follows: Three or four minutes elapsed from the time the wreck struck the up track and the instant of the collision, ample time for the red glare of danger to have displaced the white gleam of safety. The patent brakes seem not to have operated. The whistle was sounded—contrary to rule—before the patents were put on. If the brakemen had wound them partly by hand, the result would not be so simultaneous—perhaps not so effective. There was no bell-cord on the oil-train, and no way of communicating to the engineer except by lanterns. The two brakemen were in the caboose and one on the engine, while the twenty-six cars, with the tremendous weight of an explosive scarcely less terrible than gunpowder rolled down a heavy grade, from a curved tunnel, to the bridge, dragging a broken axle, which no one there knew of, until it had crashed through the ties, broken the train and blocked the fatal draw. The white light, signaling to the lightning express train, tearing up the track from Low Point, three miles distant, that all was right, hung there until destroyed in the flames. And was there no one to blame?

HOW CHEAP SAFETY WOULD HAVE BEEN.

The jury viewed the locality yesterday, and were witnesses of the distance that the draw signal could be seen by up-trains. A watchman at that place, at an expense of a few paltry dollars per month, could have signaled and saved the doomed Pacific express.

HOUR WITNESSES.

At the evening session of the inquest, yesterday, JAMES H. LAWSON, ALFRED VAN ANDEN, JOHN H. VAN SICKELEN and BENJAMIN VAN SICKELEN corroborated the evidence of HOWARD MILLARD, published in Thursday's TIMES.

They were together upon the top of the caboose of the "Bellona." BENJAMIN VAN SICKELEN said that he saw the "Daniel Drew" train; it had a man [illegible] on each end of the car; saw the train pass; heard the report of the explosion; then the train parted; the rear cars kept going down the grade quite a distance; then the rear brakeman came back and gradually put all the cars and the bridge falling [illegible] disappeared; there were no signals [illegible] then; he was a brakeman on a freight train; was employed by the Company; had been pulled out at that point; when the car struck the water-level it went in a slant; the engine was rolling and whirling back in; when it settled over the bridge into the oil-tank.

MR. TOUCEY'S TESTIMONY.

The testimony of Mr. J. M. TOUCEY, Superintendent of the road, was given in a careful, quiet, and clear manner. His appearance indicated great exhaustion of body and mind, and deep, earnest feeling.

He said that conductors are always required to have bell-cords on their trains while in motion; the object of the bell-cord is to signal the engineer, because the bell-rope would not work; the break on the rear of the train is more effective than on any other part, and the object is to [illegible] on a heavy grade, that the engineer can sell; it is immediately felt on the engine, although there is no rule. He continued: I have three brakemen on all trains; if I had but one I would put him in the middle; the object is to have one at either end, and the other as near the middle of the train as possible; these are to go over the cars toward each other; on last oil-cars there is a place for a brakeman to stand; [illegible] in motion; [illegible] one at a time is allowed to go in the caboose to keep warm; I have heard no complaints about the cold; brakemen have a hook to open the doors; [illegible] in the middle of that oil train, he might have known of the break, and had there been a bell-cord he might have notified both engineer and conductor; in the rear brakeman's car there is a bell-cord; [illegible] through brake-beams; I never know of it being used; there are verbal orders to that effect; all trains are examined before leaving Albany; men are detailed for that purpose; [illegible] in charge of the hands; conductors and brakemen are to do the same at water stations; where they stop to change [illegible] to see that the wheels are [illegible] any previous season at the New-Hamburg station; [illegible] men are stationed there to attend to it; I don't regard it as necessary in the Winter; the men is working [illegible] down at the foot of the [illegible] freezes; the lights and [illegible] that fasten the same number of men are employed this winter as at that draw as formerly; there was [illegible] no order issued in regard to the [illegible] employes; [illegible] draw is considered just as strong as the trestle-work, and safe for trains to run at full speed; there is no order for any train to stop at that draw; the up express [illegible] eight minutes; should not be exceeded under 1,500 feet; if all exertion had been made, it seems to me that it might have been brought up; if the cord is pulled there is never any failing of the engineer to stop; [illegible] the

CURRENT LITERATURE.

FREDERICUS REX (OLD FRITZ!

BY WILHELM ADRIAN.

A Faerie Song in the Fraugin Cæsa.

Frederician Hex, whom the lapial wraith
Of centuries shall never bury!
It shall only but now and then plunder some crown,
Or two dozen, or the devil clean out of the world.

All the Year Round.

NEW-YEAR'S EVE WITH FRO?

BRUMBLE.

Brumble belonged to an Iceman family, but was a Professor and professed to know how Tories acted. Doth'ery; never fear; some believe he was a Tory. Brumble was to be seen almost every day on the Exchange, or wooden bridge, or in the Stock Exchange, or Gold Room, or Bank parlors, or Custom House, or Post Office, or Court House, or Tombs, or Halls of Justice, or Police Courts, or Coroner's office, or would whisper with his mouth full of deep communings with his fellow-men. Brumble was a man of many sources, and could draw from many sources. He would be seen in the Street Department, or Health Office, or Fire Department, or Police Department, or Department of Docks, or Department of Public Parks, or Department of Taxes and Assessments, or Department of Buildings, or Department of Charities and Correction, or Department of Public Works, or Department of Public Instruction, or Department of Public Charities, or Department of Street Cleaning, or Department of Parks, or Department of Buildings, or Department of Public

one end of the tube stands an electric lamp, from which a cylinder of light will be sent through the tube. It is now half filled with water, the upper surface of which cuts the tube in two equal parts horizontally. Thus, I send half of my beam through air, and half through water, and with this lens I intend to project a magnified image of the adjacent end of the tube upon this screen. You now see the image, composed of two semicircles, one of which is due to the light which has passed through the water, the other to the light which has passed through the air. Side by side, thus, you can compare them; and you notice that while the air semicircle is a pure white, the water semicircle is a bright and delicate blue-green." The real color of distilled water was ascertained and proved beyond a doubt.—*All the Year Round.*

THE SOLDIER'S FUNERAL HYMN.

Rest, soldier, rest,
Thy toils of war are o'er;
Rest, soldier, rest,
Thou'lt need thy sword no more.
Rest, soldier, rest,
Thou hast the victor's crown;
Rest, soldier, rest,
In honor lay thee down.

Rest, soldier, rest,
Thy dreary night-watch is o'er;
Rest, soldier, rest,
And wake to strife no more;
Rest, soldier, rest,
Sleep on, though comrades weep;
Rest, soldier, rest,
That solemn silence keep.

Rest, soldier, rest,
While cannon booms around;
Rest, soldier, rest,
Till the last trumpet sound;
Rest, soldier, rest—
O, may thy waking be
From rest to sweeter rest,
A Father's grr to thee!

—*Presley's Magazine.*

WAR VERSUS CIVILIZATION.—It may be asked, indeed, with only too much force, what is the use of lamenting over the horrors of war? It is a very old story; war is, and always will be, a very ugly thing when stripped of its covering of romance; and to insist upon one more proof of its ugliness is not a very profitable expenditure of human energy. The Quaker doctrine cannot yet be applied to international relations. Everybody, with some few exceptions, will admit that under many circumstances it would be our duty to go to war in order to preserve the respect for treaties or the independence of an oppressed nation. We admit, that is, that there are greater evils than those which we are lamenting, and diseases which require this tremendous surgery. To denounce war purely and simply means nothing but that we are to allow brute force to have its way in the world. Wringing and wringing of hands over bloodshed and outrage is, indeed, futile enough, unless it is a preface to some practical substitute for our present mode of settling disputes. The process now taking place, revolting as it appears to bystanders, is, on the whole, the only plan hitherto devised by which certain problems which must be solved in one way or another, can get themselves thoroughly worked out. Yet, it is perhaps worth while to insist occasionally on the extremely unsatisfactory nature of the system, in order to stimulate our anxiety to discover some efficient substitute; and still more to throw discredit upon those erroneous theories and evil passions which must inevitably lead to war. For it is a most disagreeable reflection that, until that change has been effected, the tendency of improved civilization is obviously to make wars more horrible than of old. The nearer masses are brought together, the more intimately they are welded by steam and the telegraph, there's service, and the greater the power given by improved methods of organization for bringing the whole strength of a nation to bear upon a given point, the more serious will be the injuries inflicted, and the more bitter the animosities generated. It is frequently remarked that the extension of military service from a purely military class to a whole people is a retrograde step. In one sense it may be so; but it is only a natural consequence of all those complex changes which have made the union between different parts of a country far closer than was the case in former times. Telegraphs and railways are the instruments and material symbols of the social and intellectual forces which are steadily binding us more closely together, and iron-clads and cannon of the enormous dangers produced by the dispersion. The embittered character of the present contest is a proof that the development of our social machinery has proceeded much more rapidly than the development of the feelings which should correspond to it. We have come incomparably nearer to each other without learning to like each other much better than before, and the natural consequence is a terrible explosion which does more mischief in a month than a steady, respectable old war used to do in a year. It is the more necessary to insist in due season upon the dangers thus fearfully illustrated, and likely to become more serious as time goes on. War will not be put down by simply denouncing it, for it is a symptom of a profound want of adaptation of our present social principles to the conditions in which it is placed; but peaceful agitation may not be quite worthless if, they call attention to the importance of removing the causes of so horrible a system.—*The Saturday Review.*

The Poet Whittier's Experience as an Editor.

A newspaper paragraph has been going the rounds ever since the death of GEO. D. PRENTICE, which states that JOHN G. WHITTIER was once an editor, having succeeded Mr. PRENTICE on *The New-England Review*, published at Hartford, Conn., more than thirty years ago. The Boston *Transcript* says this statement is true so far as it goes, but it refers to only a small part of the editorial labors of the poet. In 1828, Mr. WHITTIER was sole editor of the Haverhill (Mass.) Gazette, a tariff paper published in Boston; subsequently he moved to Hartford, as above stated. Since then he has edited the *Essex Gazette*, published in his native town, Haverhill, Mass.; the *Pennsylvania Freeman*, an Anti-Slavery weekly, in Philadelphia; and he was corresponding editor of *The National Era*, the anti-slavery paper in which Mrs. STOWE'S *Uncle Tom's Cabin* first appeared, and he is now a frequent contributor to *The Villager*, a local paper printed in Amesbury, Mass., where he has lived for many years. Mr. WHITTIER'S fame as a poet has become so overshadowing that few persons are aware, or even familiar with his articles in the various journals with which he has been connected, his letters and sketches, know that but for his verse, his success as story-teller, historian, narrator, biographer and general writer would have been widely acknowledged. Had he given up the life of JOHN WOOLMAN.

A Pension der $15,000 Damages for Alienation of Affections.

A case which has been on trial in the Circuit Court at Chicago, before Judge ROGERS, for nine days, was ended on Wednesday last by a verdict of $15,000 damages in favor of the plaintiff, ROSWELL W. HOTCHKISS, who demanded damages from JOHN H. WICKES on the charge of malicious prosecution and malicious persecution. The case was against a prominent man and attracted much attention. The Chicago *Post* thus explains it:

"Plaintiff, by his declaration, alleges that during the April term of the Recorder's Court, defendant falsely and maliciously caused the indictment of plaintiff on the charge that on the 20th day of April, 1867, said plaintiff did feloniously steal and carry away seventy bullocks, of the value of $70 each, contrary to the statute of this State, and that on the 6th day of May, 1867, said defendant caused a capias to be issued against said plaintiff, upon which said plaintiff was arrested and imprisoned for a long space of time, and bound over to the Recorder's Court to answer unto an indictment for larceny. During the month of May, 1867, plaintiff was released from custody upon giving bonds. And on the 6th day of June, 1867, defendant, further contriving to injure and oppress plaintiff, and wickedly and maliciously caused another capias to issue against said plaintiff, upon which capias plaintiff was arrested on the 11th day of January, 1867, in the County of Grundy, in this State, and unjustly imprisoned for a long space of time; to the February term, 1870, of the Recorder's Court of this city, the defendant failed to appear and prosecute their indictment against plaintiff, who was thereupon discharged, and the prosecution against him wholly ended; by means of which said several premises, said plaintiff hath suffered great anxiety and pain of body and mind, and been greatly injured in his character, credit and reputation, to the damage of $50,000."

The case has been on trial in the Court nearly ever for the past nine days, and was given to the jury yesterday. In the afternoon a verdict was rendered by the jury finding the defendant guilty, and assessing the damages at $15,000. This is said to be the largest verdict, in a similar case, ever rendered in Chicago.

NOTES AND COMMENTS.

MRS. PRODGERS is a very interesting person who has been figuring before the London Courts more or less for some months past. Her two leading characteristics are a determination that she won't pay her cab fare if she can help it, and that she will be called by her full name—Mrs. CAROLINE GIACOMETTI PRODGERS. She is very particular, too, to have her longest and dearest appellation correctly pronounced "Jacometti." She was lately before a Magistrate for refusing to pay a cabman, because he kept her waiting, as she says, nineteen minutes, though he declares it was but nine minutes. She entertained the audience at Guildhall by a continual wrangle with the Alderman, who persisted in blundering on her name. This would be very foolish in an ordinary person, but one who resolves in the declension of Mrs. CAROLINE GIACOMETTI PRODGERS has a right to insist on having the full enjoyment of that good luck.

There is much in a name, notwithstanding the skeptical query of *Juliet*, who was put in a position at that moment to form an impartial judgment on any subject. The people of Liberty Station, Kentucky, have lately felt the force of this truth, and determined to change the pretentious designation of their little town. Whether it was because Liberty has deserted the place altogether, or because the people concluded that the charming goddess who presides over this nation, clad in bunting and a red night-cap, does not really have her chief abode there, we have not knowledge sufficient to form a belief; but true it is that the leading minds of that place were lately in council, engaged upon the great problem of choosing a new appellation for that stopping place in the wilderness, when some inspired individual hit upon "Dixie." This struck the popular fancy at once, and such enthusiasm and excitement ensued that the President and Secretary had to jump upon a table, move, second and carry through, by their own voices, a proposition to adjourn, to prevent a general running mad of the population. Dixie Land hath now a definite place on the map of these United States, and the quondam inhabitants of Liberty Station are its lucky possessors.

"Sleep hath its own world," and many wonderful things occur therein. The mind, when freed from the shackles in which it is put during the waking hours to keep it from doing all the mischief it might accomplish if possessed of liberty and its senses at the same time, goes through some very strange experiences; but it is very rare that it masters the Greek language and literature without knowing it. There is, however, a young lady in Noble County, Indiana, who is said to recite Greek poetry with the greatest facility, and with "good accent and discretion," while fast asleep, though she knows nothing of it when awake. Pernanes she has been wont, in that mysterious land of dreams, to converse with PLATO and ARISTOTLE, and listen to the stirring improvisations of old HOMER. Otherwise how comes she by her classic lore? We have heard before of illiterate persons who have some time in their lives heard Greek and Latin read or spoken, and afterward in delirium have had the memory so intensely quickened as to recall and repeat it; but in an ordinary slumber it could hardly have come from any other source than a communion with the bards themselves. We trust the learned of Noble County are sure that the mutterings of the slumbering damsel are genuine Attic, and do not pronounce it an simply because it is to all Greek to them.

Ladies who let their angry passions rise sometimes get into trouble thereby. A very interesting display of temper brought a person spoken of as "the wife of Prof. ANDERSON'S agent" before a Police Court at Newcastle, where she was fined a round sum for damage maliciously inflicted upon a poker, a carpet and a bell-wire belonging to the lady with whom she lodged. This spirited "wife of Prof. ANDERSON'S agent" called for some hot water, but as the supply of the house was frozen, the liquid of the temperature desired was not promptly forthcoming, whereupon the irate lodger exclaimed, "If you don't give it me, I'll ring till I get it," and commenced to pull the bell in a most violent manner. Another lodger remonstrated with the housekeeper for allowing the noise, and she muffled the bell. The watchful virago at once went to the handle of the bell at the front door, and pulled it until she broke the wire in two places; she then knocked on the floor with the poker, which was a steel one, until she broke it, also doing considerable damage to the carpet. It is to be hoped that Prof. ANDERSON'S agent has a lively and pleasant life of it.

Every man of ambition and spirit in these enterprising times is bound to be the champion in something, with a decided preference for something sanguinary. As public opinion and the laws of the land discountenance duels between one man and another, and the pleasant diversion of broken heads, bloody noses and fractured limbs, which attend them, the pugnacious of the race are turning their attention to the lower orders of animal creation. One of the most daring of these errant knights, of whom we have heard, who wishes to break a lance with some brute, is a man in Florida, who sends forth the challenge that he will fight any alligator in the State with a butcher knife for $500 a side. It is hardly according to rule for the challenger to choose the weapon, and one in which his antagonist is wholly unaccustomed. It would be much fairer for the alligator to challenge him to mortal combat with jaws, for then he would have a weapon which proved very effective in the hands of Samson. However, the alligators of Florida, either seeing the disadvantage at which they would be placed, or being opposed to fighting on general principles, have not seen fit thus far to back any of their number against the pugnacious gentleman who makes the challenge.

The ingratitude of nations toward the men who have imperilled life in their defense is proverbial. There was an interesting example lately in London. WILLIAM MCLAUGHLIN was one of the Irish heroes who fought under the great GOUGH in the Sutej campaign, and lost his eyesight in the service. For eighteen months he received sixpence a day from the Government, and then that munificent stipend ceased, and he was reduced to beggary. Being a poet and a singer as well as a soldier, he sallied forth into the street and endeavored to excite the sympathy of the public by singing some of his own verses. This seems to have been more than the afflicted public could endure, even from an afflicted soldier, who had lost his eyes in their behalf, and he was arrested as a disturber of the peace. Perchance it was the sharp satire of the ex-soldier and broken soldier that enraged the authorities, for this was a part of the song he sang:

"When war is at hand,
And danger is nigh,
'For God and the soldier!'
Is every one's cry.
But when peace is restored,
And all things are righted,
God is forgotten,
And the poor soldier slighted."

We get from Kentucky an example of the way in which a certain class of marvelous stories have their origin. First comes the wondrous tale of how a lock of hair has been found imbedded in the heart of a large tree some hundreds of years old, with all the inferences and conjectures about original inhabitants, freaks of nature, &c., &c. Next we are told of a superstition which prevails in a certain district, that if a lock of the hair of a child afflicted with the phthisic be put into a hole bored into a large tree the disease will pass into the trunk, and as the child grows he will be freed from all its effects. The matter-of-fact reasoner puts this and that together, and with the aid of a small modicum of logic the marvelous story is spelled.

Commend us to the ladies for a bloodthirsty disposition, when once the honor of their nature has been changed to call by any event, public or private, which has exasperated their gentle hearts. No material was at hand to make devils of but the very highest and purest of the angels, degraded from their high estate. The sweet creatures, who are the solace of our lonely hours and the life of the ball-room, are capable of showing a terribly wicked and malignant spirit. A lady at a grand wedding in London, a few days ago, displayed her heroic devotion to the cause of France by wearing a "short dress of *sang Prussien*." Arrayed thus in the gore of the invaders of *La belle France*, she undoubtedly felt her soul elated by a terrible hatred, to which she was determined to give expression even at a wedding feast, and in the foremost ranks of high life. The effect which a battalion of such terrible enemies might have on the well-ordered forces of Gen. MOLTKE we fear it is now too late to test, but as an indication of the ardor of women as partisans in a great national struggle, this little incident is interesting.

Tantane animis cœlestibus iræ?

On a secluded isle in Ohio, known as North Bass Island, there is a primitive state of society such as poets dream about in their wildest moments. In that lovely retreat the authority of the parson has hitherto been supreme, but of late the younger generation has become wicked and rebellious. A bevy of boisterous swains and thoughtless maids recently ventured to carry on sundry flirtations, even within the precincts of the church, and under the venerated nose of the preacher himself. He commanded them henceforth to be separated—the young men upon one side, and the maidens upon the other. The next Sunday, in spite of this decree, they took their seats together, but behaved themselves with due decorum. Nevertheless the minister was wroth that his authority had been defied, and had the offenders brought to trial before the Magistrates, but even there he found his power was gone. After a trial which kept the little community in intense excitement for three days, the culprits were acquitted.

The President of the Royal Academy has been fined in London for neglecting to have the pavement cleaned in front of his house. Probably it was his enthusiastic love of art that induced him to leave the beautiful snow to encumber the sidewalk. His fine æsthetic sensibilities naturally revolted against the operations of a squad of men with spades and brooms, destroying the picturesque effect of the storm. The Magistrates, however, were a matter-of-fact set of men, with no appreciation for high art, but possessed of a vulgar consideration for the lives and limbs of pedestrians who were obliged to pass by the residence of this man of art, and they mulcted him as though he had been an ordinary man.

The extent to which the unscrupulous can safely calculate on the stupidity of their fellowbeings is something amazing. It has been generally supposed that among the few things definitely settled and put at rest in this world was the impossibility of a grown person adding a cubit more or less to his stature by "taking thought," or taking pills, or taking anything else but stilts. In a London newspaper, however, we find this announcement among that strange literature known as advertisements: "To short persons.—Any one (male or female) wishing to increase in height and symmetry of figure, by means of a remarkable physiological discovery, may send a stamped directed envelope to Captain ——." It is very kind of the Captain to permit persons afflicted with this vain desire to send him stamped envelopes, but as "hope springs eternal in the human breast," these persons may be unreasonable enough to expect something in return. The Captain does not dash this foolish hope at once, but keeps them in the time of expectation by sending a neatly-printed circular, with the following valuable scientific information:

"The means by which I propose to enable you to increase your stature by some inches (if desirable), and always in due proportion, is entirely original, and is founded on personal observation and discovery while engaged in active service among the giant races of Patagonia, in South America. The noble stature of these savage tribes led me to make certain investigations which on experiment gave very extraordinary results; and the value and efficacy of my discovery is evidenced and demonstrated in my own person, for from the height of 5 feet 6 inches I have in two years increased my stature to 6 feet 1 inch; in consequence, I can confidently speak as to the effect of my method of treatment."

All this will not make one begin to grow, but "on receipt of 2s. 6d. in useful stamps or otherwise," "many information and requisite" will be forwarded. In order that the expectations of his victims may not be set too high, the considerate impostor gives the kindly warning:

"I cannot guarantee that the desired height will be exactly attained in all instances, but by a continuance of the treatment a very near approximate may be made. Under all circumstances a considerable addition of stature may confidently be anticipated."

Alas! alas! "for deeds that are dark and tricks that are vain" nothing can surpass your enlightened Christian after all.

A Leap for Liberty—A Prisoner Jumps from a Railroad Train While in Motion.

From the Philadelphia Telegraph, Feb. 16.

In proof of the old adage, "there's often a slip 'twixt the cup and the lip," we have to relate a circumstance that is sadly discomfiting to the Police force of Philadelphia. This is none other than the escape from the custody of an official quartette of Mr. "Cusley" Harris, of whose arrest in Pittsburg, and the process by which he was remanded into the charge of the Philadelphia authorities, we gave yesterday a full description.

It will be remembered that, from fear that he might be liberated by the Pittsburg Justices through the influence of some friend, Chief of Police ST. CLAIR A. MULHOLLAND and Detective GORDON rushed to the Iron City in a specially-chartered locomotive, and when arrived in its depot, drove in hot haste to the Court just in time to defeat the stratagem by which Mr. HARRIS sought his liberty. When in full custody of the Chief, Detective GORDON, High Constable ROBERT and Special Officer MCCARTY, "Cusley" was hurried to an eastern-bound express train due in this city at 3:10 o'clock this morning, which came rushing here at the rate of thirty miles an hour.

That "Cusley" should not escape after the great task of arrest by his officers they took pains in guarding him; and from what we are about to relate, the reader will discover how just the smallest evasion of a duty will often work an almost irreparable evil. Detective GORDON, on the route from Harrisburg to this city, kept a sharp eye upon Mr. Harris, and, for the purpose of placing his escape beyond a peradventure, put one of the steel bracelets upon his right wrist and the other upon the left wrist of the prisoner. When about twenty-five miles from this city GORDON was relieved by MCCARTY, who was instructed to use the handcuffs in like manner. But, unbeknown to Mr. Harris, this precaution, since the train was flying at a terrific speed, he placed the handcuffs on both the wrists of "Cusley."

As they were rounding a curve, a few miles east of Paoli, "Cusley" arose and went toward the platform of the car, without acquiring any suspicion. At that moment the sweep of the curve threw open the door, and quick as thought the prisoner rushed out upon the platform and jumped from the train. At this desperate manœuvre the officers, for a moment, sat stupefied. MCCARTY broke the silence by uttering out upon the platform. He looked back, but could see nothing but darkness, and then ejaculated "He's gone!" The train was stopped as quickly as possible, but not until it had gone more than a mile from the spot where "Cusley" had made his terrific leap. The dejected officers hurried back in the darkness, casting on either side of the track eager, searching glances, to discover, as they perhaps surmised, the mangled body of the daring fugitive. As they went stumbling along, one of them kicked something soft. He stopped—bent down—felt the object—it was nothing but MCCARTY'S hat, that had flown off when he leaned out from the platform to discover the prisoner. They hunted a long, long while, but found he "Curley," and finally the Chief had to leave his three assistants to continue the search, while he went to the nearest telegraph station and sent out messages to have all the roads guarded and extra precautions taken; and then took the first train to the city.

When he arrived at the West Philadelphia Depot he found the trusty Detective HAGGERTY in charge of a posse of reserve officers, who had by the Mayor been detailed to receive the arrival. Their expectant countenances assumed an indescribably woe-begone appearance when the story of the escape was detailed, and they all came slowly to the Central Station sadder, perhaps wiser men.

No news of "Curley's" whereat has yet been received.

Another Railroad Accident—This Time on the Erie.

From the Middletown Press, Feb. 9.

Express passenger train No. 12, bound east, at 2½ this morning, met with an accident one mile east from Port Jervis. From some unexplained cause the locomotive, No. 281, BILLY CARPENTER, engineer, jumped the track, and was driven along by the momentum of the train, plowing its way over the frozen ground and against the bank, till the forward truck became turned crosswise of the track, and in that position was forced along some seventy feet, till it became detached from the locomotive, which was pitched over the truck, and fell upon its side toward the train, which had continued on the track, driving the tender along with it. In the fall of the locomotive, it and the tender were rendered a shapeless mass of ruins. A more complete destruction could hardly be imagined. It seemed almost miraculous that such utter ruin could be made of locomotive and tender with such trifling injury to the rest of the train; and to add to the wonder, no one was injured but the engineer, and he but slightly. In fact, many passengers slept through the entire affair. All the cars remaining on the track uninjured, except the forward baggage-car. Conductor BENSON sent immediately to Port Jervis for help, and by 7 A. M. the track was cleared sufficiently for the train to move on its way to New-York.

FINE ARTS.

Reception at the Union League Club—Mr. Eastman Johnson's New Picture.

The monthly art receptions at the Union League Club have become one of the pleasantest features of that institution, and great credit is due the Art Committee for their exertions in procuring so many new and noticeable pictures for each reception. On Thursday last, among those adorning the gallery were Mr. SHATTUCK'S fine canvas, "Sunday Morning in New-England," of which we have spoken heretofore. Its careful rendering of foreground, foliage and water, it was unsurpassed by any picture on the walls, and it elicited the warm commendation it deserved. Mr. BRISTOL'S "Memphremagog" was so unlike his usual style that his signature alone assured us that it was his. It appeared under the very poor light with which, unfortunately, the gallery is provided, to be a good picture, with the exception of the sky, which is decidedly hard and spotty. Mr. BRADFORD'S large picture of "Caught in the Ice," an incident of the artist's adventures in the far North, is, we are willing to believe, a faithful delineation of a scene on which we have never looked. The ice is certainly not the ice we are accustomed to see here. The correctness of the color we must take for granted. Mr. WYANT was represented by a very careful delineation of one of the many charming nooks on the Ausable River. As a study of tree-trunks, foliage, and rocks, we have seen nothing to surpass it. The color, too, is unusually good. The water has sunrise, but lacks depth. Mr. T. ADDISON RICHARDS contributed a picture which so far surpassed anything he has done previously, both in color and general treatment, as to excite considerable attention. Mr. KNIGHT and Mr. BABCOCK were also well represented.

A CHARMING GENRE PICTURE.

Prominent among the genre pictures was Mr. EASTMAN JOHNSON'S, "The Old Stage-Coach." From very simple elements the artist has produced a picture which, while thoroughly characteristic of American out-of-door boy-life, contains that "touch of nature" which "makes the whole world kin." Passing along a country road one bright Summer's day, Mr. JOHNSON came upon an old disused stage-coach, or rather the body of one, the wheels having long since disappeared. A sketch was made of the old doorless and windowless vehicle, and the artist's fertile imagination did the rest. A round dozen of boys and half as many girls have taken possession of the coach. Four of them are in harness, and the rest are seated in and upon the vehicle. The driver, who is handling the lines and whip in a masterly manner, evidently feels the immense responsibility committed to him. The face of his companion on the box-seat shows none of this solicitude. He is lounging in an easy attitude, with his leg over the guard. Two pretty girls occupy the next seat, engaged in a confidential chat. One small boy stands on the roof waving his hat, while another clambers up behind, with much pain and inconvenience. The insides have all taken their places, and the guard stands at the door, anxiously beckoning to two belated ones, just coming out of a garden gate. The various figures are instinct with life; the attitudes are free and unconstrained, and the expressions strongly individualized, from that of our little colored friend, who is officiating as near leader, to the dignified and important personage who holds the lines. The composition is not yet finished, the foreground being scarcely more than laid in. In the background is a charming landscape, a large portion of which is seen through the coach-doors. The light is finely managed. It is the light of a bright and glorious Summer's day, when the sky is touched with Heaven's own blue and the atmosphere is pure ether. It is taking it altogether, a picture on which any artist might safely rest his reputation.

"ENOCH ARDEN."

From M. BOUGHTON we observed a small picture of "Enoch Arden." The sailor stands leaning against a rock, while his betrothed tries on a plain gold ring. There are some faults of drawing in the composition, which is, nevertheless, a very charming one. The girl's face is sweet and expressive, and the attitudes of the two figures well chosen. The background, with its dull, leaden sky, is very suggestive.

PICTURES OF NEW-YORK ARTISTS.

Some good foreign pictures of BOSCH, HUBNER, HERZEL and LOBRICHON were also on the walls, and from our own artists specimens by Mr. GRAEFLE, T. W. WOOD, TOM GAITHON and Mr. HINCKEL. Mr. MAGRATH'S picture, "The Walk," is very low in tone, and in the poor light pervading the gallery could not be seen to advantage. Mr. WOOD'S "Calculation" is evidently very strong in expression and good in color, though we may wonder where all the light introduced comes from. Mr. ENSINGER'S crayons —illustrations of LONGFELLOW and HAWTHORNE—were very unequal in point of merit, "Heather Brigade" being the best. The face, though a conventional one, is strongly expressive of sorrowing despair. "Little Pearl" seemed to us to be rather too gypsy-like and stolid. "Evangeline" is a pretty girl and nothing more. Mr. MARSHALL, the well-known engraver, had a good portrait in oils, and a landscape which appeared to be more of an experiment in color than anything else. Mr. HICKS was well represented by a strong portrait of a benevolent looking old lady.

Curious Detection of a Witness' Perjury.

The Boston *Journal* says that a witness in one of the Courts of that city testified, on Thursday, that he removed an iron rod from a cleat of wood only two hours previous, at the same time producing the rod and cleat of wood in Court, and pointing out to the jury the identical hole from which the rod was removed. The counsel for the defense alleged that an enterprising spider had spun his web in the hole, and that it still remained there, together with the dead spider. It has since been a mooted question whether or not spiders spin their webs in February, and, if so, whether it could have been spun, the spider die and dry up in so short space of time.

Horrible Murders in Florida—A Young Lady and Two Little Girls Killed.

The Macon (Ga.) *Telegraph* has learned from Mr. FELIX CORPUT, who arrived in that city on Tuesday morning, the following particulars of some horrible and brutal murders which were committed on Saturday night previous, Feb. 4, between 8 and 9 o'clock, at the residence of a Mr. FAGIN, about three miles from Jacksonville, near Fairchild's Mill, for which establishment Mr. FAGIN was acting as foreman:

It appears that Mr. and Mrs. FAGIN arrived in Jacksonville on last Saturday afternoon, and was customary with them, to purchase provisions, &c., for his family. They left the town in charge of a Miss ROSANNA CARLINE, a relative of Mr. FAGIN; also, his two little daughters, KATE and FANNIE, the former six and the latter four years old. Mr. and Mrs. FAGIN returning home, and when they reached there, about 9 o'clock at night, they found Miss CARLINE lying dead upon the floor in one room, with her head split open by a blow from an ax. In another and adjoining room, also, the oldest child, was found, and murdered in the same manner. In still another room, and across the hall from where these two bodies were found, little FANNIE was discovered lying dead upon the floor, with the bloody ax buried to the eye in her head. It appears that the young lady and two children were assailed by the murderer when they were all together in one room, and that as soon as the young lady was stricken down, the two little girls ran frightened into different rooms, where they were followed and thus brutally murdered. On search being made it was found that the house had been robbed of two fine gold watches and $200 or $300; and to get this plunder the demon or demons murdered the young lady and two girls.

Mr. CORPUT says two negroes and a sailor were arrested under suspicion of having committed the act, but up to the time he left, they had not been examined in Court, and it is not known as yet who the guilty parties are. Every exertion is being made to ferret them out. Mr. CORPUT also informs us that on Sunday afternoon last a sailor committed suicide at Jacksonville, by deliberately rowing a boat some distance out into the river, and then leaping overboard.

THOSE RINGS ROUND THE MOON.

Answers of "Inquirer"—Observations in Hartford, Conn.

To the Editor of the New-York Times:

I notice the following in your issue of the 9th inst.:

COLORED RINGS AROUND THE MOON.

To the Editor of the New-York Times:

I learn from the verbal accounts of several persons that on Saturday evening last two beautiful small colored rings were observed for several hours surrounding the moon. My accounts are from persons in Jersey City, but are somewhat imperfect. Persons about the large number of your readers there may be those who quite accurately observed this interesting phenomenon. I am extremely anxious to receive more definite accounts of the size, number, colors, and order of colors of these rings, which seem from the accounts to have constituted either a lunar corona or a halo.

Any person possessed of any particulars whatsoever, and of the form of the moon, second and continuation of the occurrence, will confer a favor by communicating the facts. Yours,

INQUIRER.

NEW-YORK, Wednesday, Feb. 8, 1871.

It is hoped that your correspondent will find it of interest. I forward the following—corrected—from the Hartford *Courant* of Saturday, 4th inst. As I wrote the article, I can vouch for its correctness:

A PHENOMENON.

People afoot in the dead hours of the night are often treated to rare appearances. One of the most remarkable exhibitions of halos we have ever seen was on free exhibition at 1½ o'clock this (Saturday, 4th) morning. The moon had declined about one-third from the zenith, and nearly full, about were bright. The wind blew steadily from the south-west, and carried over the face of the moon a thin filmy cloud, traveling apparently with great velocity as on this stratum were lined three distinct, bright concentric halos with intervening spaces of varying colors. Between the moon and the nearest halo was a distance of one-fifth the diameter. Then the pale white of the moon seen through the film, followed by a strong yellow which faded to the white ring, and in the second space about 6° became a vivid red, and in the outer circle full 10° was a beautiful pale green ringed with the outer white halo which separated it from the bluish white of the surrounding sky. The cloud faded away, and grew out again as the density of the cloud relaxed, and for about a quarter of an hour, until the sky became clear, it continued in beautiful varying changes.

At Hudson City—A Beautiful Sight.

To the Editor of the New-York Times:

Your issue of the 8th had a request from "Inquirer," for information regarding the rings around the moon on last Saturday evening.

I saw them from Hudson City, from about 8½ until after 10 o'clock, and during nearly all of that time they were very distinct and clearly defined, excepting during the passage toward the east of light, fleecy clouds, which gave the rings a very wavy and broken, but very beautiful appearance. They appeared to me to present the usual colors of the rainbow, the centre rings being much wider than those at the outside and those nearest the moon. These light clouds kept passing over at intervals toward the east, while to the north and north-east the sky was very clear.

During the time I was watching these rings, I saw directly east a large star that kept changing its color constantly—much more so than I had ever noticed before. When first noticed, it appeared the usual color, and then would suddenly blaze up to several times its ordinary size, and be a deep purple and then a blue, appearing to give out flame, as it would seem, and then suddenly drop to its usual size. This beautiful and varied play continued for a full quarter of an hour, with constant changing of color. The changing of color might have been "all in my eye," as I had been staring at the varied colors around the moon, and they were, perhaps, imprinted on my eye, but the unusual appearance I would be glad to have explained, if it was not a "mental delusion," as Mrs. Partington would say.

W. PEMBERTON.

NEW-YORK, Friday, Feb. 10, 1871.

As Absent-Minded Man.

To the Editor of the New-York Times:

In reply to "Inquirer," in your paper of Feb. 9, 1871, I would state that on my return from New-York, about 9½, Saturday evening, Feb. 4, I observed the phenomenon around the moon. It appeared as follows: The moon was unusually bright, surrounded by a broad white halo of great brilliancy, which in turn was surrounded by a ring composed of all the colors of a rainbow, and about as broad. At what hour this phenomenon commenced or ended I cannot say. I saw it for at least five minutes. The night was so intensely cold I did not go out after entering my house.

I noticed on the 4th of April of last year the same phenomenon in the East Indies, about as described above the equator, while at sea. As my recollection serves me, it had the same appearance, the moon being equally bright. It was called a lunar corona. FACT.

HOBOKEN, Saturday, Feb. 11, 1871.

An Absent-Minded Man.

A paper in Lexington, Ky., tells a little story at the expense of a gentleman residing in that neighborhood, who rode into town on horseback last week, put up his horse for a time, and at last forgetting all about him, requested pedestrian to ride home with a neighbor. The following keeper reminded him of his having ridden to town horseback, and asked where his animal was. This, of course, started the absent-minded man upon the back track and he returned to the city, mounted his forgotten steed, and journeyed homeward.

How a California Stage was Robbed.

The Sacramento *Union* gives, in a dispatch from Reno, Jan. 31, the following account of a stage robbery, brief mention of which was made by telegraph:

"About 6½ this evening, when the Susanville stage was approaching town, at a point one and half miles north, two men, masked, jumped from behind a sage-brush, seized the leaders by the head and covering the driver with a six-shooter, the other covering two passengers with a pistol in each hand, and calling on all to raise their hands. THOMS, the driver, was then requested to dismount, when they examined him and obtained about $150 in gold. Major V. S. Hollister, Pay-master United States Army, was then requested to dismount, and ordered by the man at the head of the horses to walk up to him. He was then requested to disrobe. The Major handed over some $200 or $300 of his private funds, when the robber ordered him to remove his belt, which he did. The Major had $7,000 in a belt around his body. The robbers must have obtained information of the fact and followed him for some distance. While they were examining the Major, THOMS, from whom they had taken his six-shooter, still having a Derringer left, fired at one robber, and he doubtless hit him in the breast, as he fell and then got up, staggering on, firing at the coach and its passengers, of whom, fortunately, none were injured, although seven or eight shots were fired. As this shot the robber was away, and ran half a mile before being stopped. As soon as this could be done, LIEUT. HAY and one soldier, in company with LEMON, proceeded back to follow the robbers, and when they arrived at the place of encounter they found the Major's belt, which contained $7,000. Two hundred dollars of the Major's private funds and miscellaneous papers. There are a guard, consisting of Lieut. HAY and one man, accompanying the Pay-master, but owing to the crowded condition of the coach they could not reach their arms. The last one of the robbers came on and helped the one who seemed badly wounded, to escape. A large party of citizens, fully armed, started in pursuit immediately, and captured CHARLES BRAYER, the man shot by the driver. He was found a short distance from the place of robbery. He is shot in the right side above the hip, the ball ranging forward. He is paralyzed in the lower ground, says there is no chance for his recovery, the bullet having passed through the liver. The other robber, named ROBERTS, a son of CHAT ROBERTS, who was concerned in the robbery of the train near Verdi, a short time ago, is well known and cannot escape."

The Late Earl of Aberdeen.

The first clue to the fate of GEORGE H. GORDON, Earl of Aberdeen, discovered by his friends, was obtained from Capt. J. P. WILBUR, of Mystic, Conn., with whom he served as mate during one voyage, leaving him to embark upon the vessel from which, when a few days out, he was swept overboard and drowned. Capt. WILBUR recently arrived at Bristol, England, on command of the new bark *Sappho*, and found a letter from the present Earl of ABERDEEN, cordially inviting him to visit Haddo House, the country seat of Lady ABERDEEN, in Aberdeenshire. The house is situated in the centre of a park of a thousand acres, beautifully laid out, and is arranged with every regard to comfort and luxury that a refined and elegant taste could desire. Yes for the last few years it has been a house of sorrow. The father of Lady ABERDEEN, who was Premier before Lord PALMERSTON, died in 1860, and her husband in 1864. In the son was accidentally killed at Cambridge, and a year ago GEORGE GORDON was drowned at sea. There are 1,500 farms on the estate, and the other property of the family is immense. Capt. WILBUR was warmly received and hospitably entertained, and was able to comfort the mother with the words, "I believe he was a good young man and a Christian." In their return home, both Lord and Lady ABERDEEN said that the day GEORGE left home he read the sixty-fourth psalm at morning prayer." Capt. WILBUR remained in Aberdeenshire several days, and was overpowered with kind attentions while there.

"All," he says, "because I was troubled some time since to show a very little kindness to a stranger who proved to be Lord ABERDEEN."

FOREIGN ITEMS.

A laurel wreath of gold has been voted by the ladies of Munich to the Emperor WILLIAM, and a statue to Count MOLTKE.

The *John Bull* hears that in several London churches, should the Royal marriage take place in Lent, there will be a special penitential office at the same hour.

The Empress of the French has given a donation of 900 francs to the parochial schools at Chiselhurst.

DANTE'S *Divina Comedia* is now being translated into Roumanian by the Roumanese poet I. HELIADES RADULESCOS.

With a view to promote newspaper production, the Government of Peru has issued a decree exempting printers from service in the National Guard.

A new periodical, *The Ferret*, described as "a journal of humor," has made its appearance at Swansea in South Wales. "Five numbers have reached us," says the *Pall Mall Gazette*, "but the humor has yet to come."

Tuesday, March 21, has been decided upon for the marriage of Her Royal Highness the Princess LOUISE and the Marquis of LORNE.

Only 300 cabs continue to ply for hire in Paris, and these, together with about 100 private carriages, and about 500 omnibuses, which still keep up their regular courses, form the means of conveyance within the French metropolis.

GEN. CHANZY says that, on going into action, 15,000 of his men "slumbered and roared for priests to confess them." Compliance with their request caused some delay, and even then they ran away.

A French paper publishes the following cheerful paragraph: "It is not generally known that the assassination of PRIM is but the first execution of a sentence pronounced by the secret Provisional Government of Spain, who have condemned to death the 191 Deputies who voted for the Duke of AOSTA.

The total receipts of the Beethoven Festival in Vienna are now stated at 5,000 florins. This sum will be devoted to a monument to the MASTER and a foundation fund in favor of composers of talent.

Miss TEMPLE has withdrawn her candidature for the Exeter School Board.

DUMAS left the unpublished MSS. of twenty-three novels and fourteen plays.

Mr. J. E. OLIVANT, of Balliol College, Oxford, is about to publish a work on Mormonism and the present schism at Utah; the result of a recent sojourn at the Salt Lake City.

What is the difference between godfathers and godchildren? The former are bled, the latter cupped.—*Punch.*

Mr. C. GIBBON, the author of *Robin Gray*, is engaged on another novel illustrative of Scottish life.

The organ in the Royal Albert Hall, London, will be the largest and most powerful in the

The New-York Times.

NEW-YORK, SUNDAY, FEB. 12, 1871.

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It is now decided by the Western Union Telegraph Company that the Atlantic cable will not be opened for business before the 1st of May next.

The Duke of Edinburgh is expected to be very ill.

The Duke of Montpensier is reported dangerously ill.

It is reported that an unsuccessful raid against the Communists has been made in Switzerland.

A despatch from Berlin, supposed to be true, announces the capture of Belfort.

A despatch from Versailles announces that Bismarck has left for Berlin.

The Paris "Figaro" says that Jules Favre has gone to Versailles to confer with Bismarck.

The Paris "Gaulois" says that Thiers has left Versailles for Bordeaux.

A despatch from Paris says that Thiers has left Versailles for Bordeaux.

A despatch from Paris says that Thiers has left Versailles for Bordeaux.

A despatch from Paris

RELIGIOUS NOTICES.

REV. HERMAN SCHAUFFLER WILL PREACH IN THE CHURCH OF THE ASCENSION, Fifth-av., corner of 10th-st., TO-MORROW (Sunday) MORNING, at 10½ o'clock. Seats free.

REV. DR. WILLIAM R. WILLIAMS WILL PREACH IN THE MORNING and REV. DR. ADOLPH SPENCER IN THE EVENING in the CHURCH OF THE HOLY TRINITY, 31st-st., between Madison and Fifth avs., TO-MORROW (Sunday). Services at 10½ A. M. and 7½ P. M.

REV. DR. ARMITAGE WILL PREACH IN THE MORNING and REV. DR. MORGAN DIX IN THE EVENING in the CHURCH OF THE ASCENSION, Fifth-av., corner of 10th-st., TO-MORROW (Sunday). Services at 10½ A. M. and 7½ P. M.

REV. DR. ADAMS WILL PREACH IN THE MORNING and REV. DR. HOWARD CROSBY IN THE EVENING in the FIFTH AVENUE PRESBYTERIAN CHURCH, Fifth-av., corner of 12th-st., TO-MORROW (Sunday). Services at 10½ A. M. and 7½ P. M.

REV. DR. PRENTISS WILL PREACH IN THE MORNING and REV. DR. HASTINGS IN THE EVENING in the MADISON-SQUARE PRESBYTERIAN CHURCH, Madison-av., corner of 26

THE MARRIAGE DOWRY QUESTION.

Various Opinions on This Momentous Subject.

Paterfamilias No. 1 Again Defends His Position—A Word from Young Bachelors—Another Bachelor Regards Plans for Portioning Daughters—Wretched Subsidy Schemes—A World Lack of Romance in These Days.

Paterfamilias No. 1 Again Presents His Arguments Against the Customs of the Day, and the Necessity of Reform.

To the Editor of the New-York Times:

When I replied to "An Old Bachelor," through your columns a few days ago, I had no idea of awakening such a multitude of echoes, or intention of continuing the subject. But as it seems to be one of so much interest, I beg leave to pursue it a little further, mainly to put myself right on the record. Your correspondents who do me the honor of replying to my note will be reminded, if they take the trouble of reading it again, that my point was, "Young men can't marry nowadays unless their wives can help them to live," and from that starting-point I inferred a growing demoralization of the age.

"Paterfamilias No. 2" admits, as I apprehend, the inference, when he says that many young men at the present time command a revenue which a quarter of a century ago would have been considered a magnificent income; and "Rex" admits it when he alludes to the extreme difficulty of transplanting a "Murray Hill belle." Both these gentlemen, as well as the lady who appears today under the title of "Materfamilias," understand me as objecting to a man's giving his daughters an outfit in life. I certainly have no such objection, but, on the other hand, believe it to be the imperative duty of every man to give all his children an equal chance in the division of his property—to make no distinction against his daughters, but to "settle" upon them their part of it as to make it certain within all human probabilities that it will inure to their benefit all their lives.

The past generation of young people had luxuries as well as the present one, but luxurious indulgence was then not so general as it now is, and the suspicion of economy was not so damaging to one's reputation then as now. Surprising as it may seem, yet it is nevertheless true, that in those days a young man who would marry and settle quietly down to the business of taking care of his family was looked upon with greater respect than those who continued in the state of celibacy and lived up to the full extent of their means. Men, as a rule at that time, were willing to cut off their expensive "extras" for the more important purpose of providing for themselves the benign influences of home and family. What I object to is, that at the present time young men are getting more and more into this habit of preferring their present indulgences to their future interests, and this is what I call a disgraceful selfishness.

There is scarcely a man of thirty, who occupies what we understand as a "respectable" position in business, who could not, by cutting off his unnecessary expenses, live with a wife in a manner fully up to the requirements of true refinement. But they won't do it. If he should cut his teas and give up his yacht, retire from his club, cut down his opera to once a week, and limit his visit to Newport to a fortnight, he would lose caste, and the butt of many a smiling jest, but which, in its best sense, has inspired the best love and self-denial, and the noblest action. It is in itself beautiful still, as it has been in all times. Even now it charms, when kept within the margins of the poet's page, but out in the glare of actual life men, and even women, deride it. Once it held a powerful spell over the tender and valiant alike. Now fashion rules in its stead.

There are still some who, however ridiculed, continue to hold that no man or woman can give a perfect love which has not in its this element of romance. There is an article in their creed which says that no man loves truly a woman who, putting away pride and welcoming self-denial of whatever nature, cannot offer his strength and protection to her, "endowing" her, if need be, with small worldly goods, but with the great riches of a noble and pure heart. Another article of faith of this romantic school declares that no woman loves a man enough to accept from him the sacred, irrevocable name of wife, who would not, that she might live in his presence, joyfully share with him a crust and a cup of cold water rather than to be the most pampered child of luxury; who, if sickness or any misfortune should overcome him, would not toil for him by the brain or even by the rudest labors of the hands, rather than to dwell at ease in a palace.

The creed of these extremists may be written in one sentence: that to love is a verb that signifies to be, to do or to suffer anything for its object. EARNEST.

MILITARY GOSSIP.

Major-Gen. Shaler, commanding the First Division, has taken occasion in recent orders to state that it has been brought to his notice that certain persons, other than those allowed by law, have been appointed upon the staffs of some regimental commanders, under the title of "honorary staff officers," for the purpose of parading with the commands to which they have been thus improperly attached, as if they were legally commissioned officers of the National Guard. Such appointments are, in the opinion of the General, entirely illegal, and the practice establishes such a bad precedent, is so subversive of discipline, and so liable to detract from the proper respect due to officers legally commissioned, that it is deemed necessary to formally prohibit it. It is therefore ordered that no person who is not commissioned according to law will be allowed to wear the uniform of an officer, or to parade as such in any command in this division. Section 14 of article 2, Military Code, prescribes the number and rank of regimental staff officers, and article 4 those that are attached to brigades and divisions.

Adjt.-Gen. A. L. Russell, of Pennsylvania, has issued his annual report, and states that the military organization of the Commonwealth, styled by act of the last Legislature "The National Guard of Pennsylvania," may now be regarded as established. A steady increase of company organizations, beginning with the first year of Gov. Geary's first official term, each succeeding year showing a greater ratio of increase, indicates not only the substantial character and growth of the system, but presents an existing military force, comprising, in great part a rank and file of honorably-discharged soldiers from active service, and commanded generally by officers of military experience, under whose discipline it cannot fail, if properly encouraged and sustained, to prove efficient in case of emergency. During the past year 105 companies have been organized throughout the State, and the "National Guard of Pennsylvania," consisting, at the beginning of the year 1870 only 8 companies, increased during that and the following year to 78, and during 1869, to 194, new numbers 311 organized, company commands, 31 company organizations having, for minority causes, been disbanded. These organizations comprise 973 commissioned officers, and 13,894 enlisted men. Of the 311 companies organized throughout the State, 34 belong to the Eighteenth Division, composed of Allegheny County. It will be noticed that the proportion of officers to men is quite large, being one to every twelve.

The officers and members of the "Old Guard" held a meeting, on Monday last, at their headquarters, No. 907 Broadway, for the purpose of electing officers for the ensuing year. The meeting was an enthusiastic one, and the re-election of Major George W. McLean was a most satisfactory one. The following gentlemen were elected as officers: Major, George W. McLean; captains, Lewis D. Bulkley and David D. Hart; First Lieutenants, James S. Field and Benjamin Gurney; Second Lieutenants, Frederick Allen and A. D. Williams; Adjutant, Wm. G. Tompkins; Quartermaster, Moses A. Wheelock; Pay-master, Geo. Brady; Surgeon, John L. Vandervoort, M.D.; Commissary, Joseph B. Wheelock; Chaplain, Mathew Hale Smith; First Sergeant, John Martine; Second Sergeant, Gershom B. Smith; Third Sergeant, Caleb T. Foster; Fourth Sergeant, B. Griffin Barney. Corporals, Henry L. Faris, John E. Cossart, Amos S. Rogers and Benjamin F. Moore. Civil Officers—President, Lawrence Burke; Vice-President, Henry Molton; Treasurer, George Brady; Secretary, J. B. Wheelock. Before the meeting adjourned it was decided that the command will celebrate their anniversary on the the 23d of April, by a street parade and social dinner. The following gentlemen were appointed a Committee of Arrangements: James E. Hatfield, Frederick Allen, Le D. Bulkley, Joseph Naylor, Charles A. Peverally, W. S. Fogg, D. M. Henriques, and *ex-officio* Major McLean.

It is proposed to abolish the office of Adjutant-General in the State of West Virginia as useless, but a counter-movement will probably prove successful. The militia organization of this beautiful State is in a very dilapidated condition, though the present Legislature proposes to encourage enlistments by suitable appropriations for its support.

We have the sequel this week to the trouble in the Seventh Regiment over the action of Lieut.-Col. Hawe and Capt. Kipp in parading with the Shandley Battalion. Brig.-Gen. Varian, in recent special orders, states that, having examined the charges and specifications preferred by Capt. William H. Kipp, Seventh Regiment Infantry, N. G., S. N. Y., against Capt. Richard Allison, same regiment, and it appearing to his satisfaction that no sufficient grounds exist for ordering a Court-martial thereon, it is therefore ordered that the said charges and specifications be dismissed.

Company A, "E. A. Kimball Guards," Hawkins Zouaves, as guests of the Forty-seventh Regiment, "Brooklyn Greys," will, on March 1, give an exhibition drill, to be followed by a promenade concert and hop at the armory, corner Fourth-street and North Second street, Williamsburg. The proceeds will be devoted to the Charity Fund of Post Mansfield No. 25 G. A. R. Company A, we understand, claims the championship of the United States in drill as a militia organization, and it is, certainly, one of the best drilled companies in this City.

In the Seventh Regiment, battalion drills, by division, are ordered as follows: Thursday, Feb. 16, Companies B and I; Wednesday, March 1, Companies C and K; Tuesday, Feb. 21, Companies E and F; Monday, March 6, Companies D and G. Assembly at 8 o'clock P. M. In this series of drills, the battalion will be instructed in the skirmish drill, fifth and sixth of the "School of the Battalion." The resignation of First Lieut. F. A. Schermerhorn has been accepted. Sergt. Jasper H. Sinzer has been elected First Lieutenant Company G, vice Taylor, declined, and First Sergt. Frank G. Houghton has been elected First Lieutenant Company K, vice Schermerhorn resigned.

Adjt.-Gen. W. A. Knapp, of Ohio, in a recent letter, affords considerable information concerning the militia organization of that State. He states that a great difficulty encountered in the organization of militia companies arises from the general apathy on the subject which prevails among the people. Since the close of the late rebellion, the successive General Assemblies seem to have entertained the opinion that an effective militia organization is not needed, and that the expense which would entail would be useless. The laws on the subject have, therefore, been so framed as to avoid any expenditure on the part of the State, leaving all the expenses of organization and maintenance to be borne by individuals who desire to enroll themselves in the militia. Since the passage of the Independent Militia law, attempts have been made in various parts of the State to organize about eighty companies. Of this number, only six have so far completed their organization as to elect officers; and of these six, not more than one or two have attained, or probably will attain, to any degree of efficiency.

The officers and members of the Sixth Regiment have issued a series of very handsome cards, for their annual reception, to take place at their armory in Fourteenth-street on the 22d inst. The affair is to be a grand one, and the preparations are already far advanced. The Veteran Corps of "Old Guard" reserves to succeed.

Battalion drills are ordered in the Seventy-ninth Regiment as follows: Feb. 14, March 23 and April 27, at the armory; and Feb. 21, March 6 and April 3 and 13, at the arsenal. Roll-call at 7½ o'clock P. M. Line will be formed at 8 o'clock P. M. precisely. Henry Palmer has been appointed Quartermaster Sergeant of Company C; and Sergt. Thomas Gamble, Company F, for continued absence from drills, neglect of duty and disobedience of orders, has been reduced to the ranks.

A Division Court-martial has been ordered by Gen. Shaler for the trial of the delinquencies of officers "absent from any parade, encampment, drill, or meeting for instruction," during the year 1870, held pursuant to division orders. Detail for the Court: Brig.-Gen. J. M. Varian, commanding Third Brigade; Col. John Ward, commanding Twelfth Infantry; Lieut.-Col. Frederick Unbehaunt, Eighth Infantry. The Court will assemble at the armory of the Seventh Infantry on Wednesday evening, March 1 next, at 8 o'clock.

Capt. Feathestone, of Company F, Forty-seventh Regiment, has offered his resignation.

The Seventh and Seventy-first Regiments have been invited to attend the Washington Carnival on the 20th inst.

A Court-martial for the trial of officers of the First Brigade, for delinquencies occurring at parades, drills, and meetings for improvement, held pursuant to orders from brigade and regimental head-quarters, during the year 1870, is ordered to convene at the armory of the Seventy-first Infantry, Fourth and Thirty-second streets, on Monday Evening, March 6, at 8 o'clock. Detail for the Court: Col. Josiah Porter, commanding Twenty-second Infantry; Lieut.-Col. Geo. D. Wolcott, Seventy-first Infantry; Major John H. Timmerman, First Cavalry. Major Geo. R. Schieffelin, Brigade Judge-Advocate, will attend the Court.

Staten Island Improvements—Amending and Strengthening the New Bill.

An adjourned meeting of the Staten Island Improvement Commission took place yesterday at No. 9 Nassau-street, Hon. ERASTUS BROOKS presiding. Section 8 of the Improvement bill was taken up for amendment. Mr. WESTERVELT moved that the following words be added:

"Powers of said Board granted by this act shall terminate at the expiration of five years from the passing of this act."

After considerable discussion the amendment was adopted. Mr. WESTERVELT further moved that clause 2 be amended as follows: "Any of said Commissioners may be removed by the County Court of Richmond County, by an order to be made for that purpose, for misconduct or neglect of duty by the filing of a sworn charge, executive regular meetings upon petition of five citizens containing charges against such Commissioner, which petition shall be served on such Commissioner at least ten days before the prosecution of the same to said County Court, with notice of the time and place of such prosecution; and such Commissioner shall be afforded an opportunity of being heard in his defense before said County Court." The amendment was adopted. A discussion took place as to the propriety of eliminating all claims in the bill having reference to roads. Mr. WESTERVELT opposed any motion which would lead to recommit the bill to the Legislative Committee. The matter was finally allowed to stand over. Mr. SHAW moved that the roads be not less than 80 nor more than 100 feet wide, which was agreed to. Mr. PRENTICE moved to add at the end of second line of second section: "But no more than two of these roads shall be laid to the north easterly point of said island." The motion was carried.

Some minor amendments were made in other sections, after which the meeting adjourned.

LAW REPORTS.

DECISIONS.

SUPREME COURT—CHAMBERS—FEB. 11.

By Judge Barnard.

In the matter of extending Park-place; motion granted; confirming report of Commissioners of Estimate and Assessment.

SUPERIOR COURT—SPECIAL TERM—FEB. 10.

By Judge Monell.

Augustus T. Daisell *vs.* James C. King: motion denied with $10 costs.

By Judge Freedman.

ORDERS GRANTED.

George H. Stevens *vs.* William J. Cole; Anton Sayles *vs.* Patrick Collins; L. Merkle *vs.* F. Fosterling; John W. Seeberger *vs.* Salli Callerman; Louis Klein *vs.* Joseph Urban; Henrietta Weiss *vs.* Henry Schaefer; John S. Moon *vs.* Marcus Oppenheimer; Gabella Salzer *vs.* Sarah Findell; Jacob M. Schmidt *vs.* Henry Starr; East New-York and Jamaica Railroad Company *vs.* James Elmore; John Gordon *vs.* Ferdinand A. F. Ernst; William Schuster *vs.* Clara Schuster: counsel fee of $200 and alimony at the rate of $10 per week.

UNITED STATES SUPREME COURT.

WASHINGTON, Feb. 11.—No. 21—*Miller, Executor, vs. The United States.*—Error to the Circuit Court for the District of Michigan. This is another confiscation case, and was now reargued, presenting the same questions as discussed in the cases of Garvelt and McVeigh, just reheard and restated.

The Government contends that the plaintiff in error has no standing in Court, because the Confiscation act was not against the property of any individual, but was a public act of war, and all enemies. The property seized was the property of a public enemy, and the name stated thereto to be Miller; but the information would have been equally good had the name been omitted. It was not materiable show which enemy owned the property, but only that it belonged to an enemy. The suit was against the property, and not against the owner. It was a case of belligerent seizure, *jure belli*, and neither the provisions of the Constitution nor the rules regulating municipal seizures have any application to it.

Mr. G. M. Douglas for plaintiff in error; Senator Edmonds and Solicitor-General Bristow for the United States.

No. 24.—*Ryle vs. Dejfreis.*—Error to the Supreme Court of the District of Columbia. This was an action of ejectment brought by Tyler to recover real estate in Washington which had been confiscated under the act of 1862. The case presents the same questions stated in the preceding cases of confiscation—the right of trial by jury, when charged with crime; effect of a pardon on the rights of property, &c. In this case it is claimed that there was no trial by jury, even as required in cases at common law, which these actions are held to be; and there were fatal defects in the proceedings, considered as a case in admiralty under the statutes. Readgred by E. J. Brent for the plaintiff in error, and by E. G. Riddle and L. M. Day for defendant in error.

CAUSES SUBMITTED WITHOUT ORAL ARGUMENT.

No. 210.—*Emil Steinbach vs. Charles V. Stewart et al.*—Error to the Circuit Court for the District of California. This was an action brought by the plaintiff in error to obtain possession of the Rancho Aquo Cohiente, granted by the Mexican Government, to one Lazaro Pena, and confirmed by the United States Land Commissioners, under the act of 1851, to Mariano G. Vallejo; by the District Court in May, 1859, and by the Supreme Court, in December, 1861. Vallejo's claim was under the grant made to Pena, he having succeeded to Pena's rights, and the contest is between the plaintiff in error, as grantee of Vallejo, and the defendants in error, who claim title under grant from Pena, and, by virtue of possession since, the question is whether Pena's title, at the date of the grant, was such as to enable him to pass a valid title to the defendants in error.

John Wilson for plaintiff in error; E. D. Wheeler and J. C. Bates for defendants.

SUPREME COURT—CHAMBERS—FEB. 10.

Before Judge Barnard.

Lawrence vs. Grenthal.—This case came up on a motion for an order to show cause why the order of arrest granted against the defendant should not be vacated. It appeared from the papers presented on the motion that the plaintiff in the case, Lawrence, had been subjected to a civil arrest, and the defendant obtained from him $2,000 for the purpose of procuring his discharge, $1,500 of which he (defendant) represented himself as having paid to Judges Ingraham, Barnard and Cardozo. Plaintiff discovering the latter representation to have been a falsehood, brought this action to recover back the money.

Judge BARNARD refused the order, and in doing so took occasion to give as his reason that the hearing could be had on it on ordinary two days' notice, and that he was indisposed to show defendant any greater favor, because a man who had paid $1,500 to the Judges should be able to get out without pay. Judge Sutherland, Judge BARNARD added, is holding Oyer and Terminer, and can issue a writ of habeas corpus.

"Do you hold him on general principles?" asked the defendant's counsel.

"I don't mean it on general principles," replied the Judge. "I mean for going around and lying about the Supreme Court Judges. It will cause him to keep a civil tongue in his head. The Judges he has defamed are strangers to him except myself, and I think I have seen him twice—once when I was Recorder, and once when I sat in Oyer and Terminer. Three-fourths of the Bar, when they are beaten, lay it on the Judges, and when they collect any money, tell their clients they have paid it over to the Judges. The District-Attorney told me yesterday that such statements were continually made by lawyers about him. The defendant must take the usual notice of ten days unless you get the plaintiff's counsel to withdraw."

The motion was accordingly denied.

UNITED STATES CIRCUIT COURT—SOUTHERN DISTRICT OF NEW-YORK—FEB. 11.

COLLISION BETWEEN A STEAMER AND A SCHOONER—THE SAILING VESSEL AT FAULT—THE DISTRICT COURT DECISION REVERSED.

Thomas Ayers, et al., vs. The British Queen, her tackle, &c.—WOODRUFF, J.—The question in this case is purely one of fact. The proof shows, without contradiction, that the schooner *Ann Mayes* was on her voyage southerly from the harbor of New-York, and that the steamer *The British Queen* was approaching that harbor in the evening of Oct. 19, 1868, and that they came into collision, the steamer striking the schooner on her starboard side near midships, by a blow angling aft, causing such injury that the schooner sank. The rule of law governing the conduct of a steamer and a sailing vessel when approaching each other from opposite or nearly opposite directions, is not in any dispute or doubt. The steamer is bound to keep out of the way of the sailing vessel, and the latter is bound to keep her course. The conflict of evidence in this case relates to two questions: First. The respective bearings of the two vessels from each as they approached; and, second, Did the schooner keep her course, or by starboarding defeat the endeavor of the steamer to keep out of her way? (1) Upon the first point I think the testimony very satisfactorily establishes that the vessels were approaching each other very nearly head on. It is true that the master of the schooner expresses a somewhat faint opinion that when he first saw the steamer she bore from one and a half to two points on his starboard bow; but his observation was very unsettled, because one, as he was at the helm. He could only see the steamer by looking under the main boom. He, under the pressure of the responsibility cast on him by the fact of collision, and under the influence of a strong though natural desire to exonerate himself, is able to say he "thinks she bore one and a half to two points on his starboard bow." Her alleged look-out, Gilbine sustains him, testifies almost in the words of his master, so nearly so as to awaken distrust, and yet he, while he did in the first instance swear in the very words of the other, afterward modified it to "rather on starboard bow," and again "she bore ahead, if anything on starboard bow, but pretty much ahead," and further that he saw all three of the steamer's lights, which indicated conclusively that the steamer was bearing directly toward the schooner. On the other hand a large number of witnesses from the steamer, master, mates, pilot and seamen, declare that the schooner was directly ahead, or a little on their port bow. The course of the two may not have been exactly coincident, the schooner's witnesses make her course from south to south by west, showing the master who first testified anything about it, given this only as an opinion under the saying that he "thinks" that was her course, and the course of the steamer would seem to have been from north to north half east. Upon all this my conclusion is decided that the vessels were approaching very nearly head on, and that the steamer was not seen before either changed her course, substantially, over the starboard bow of the schooner, and did not before such change open on that bow, nor, on the other hand, was the schooner, before the steamer ported, materially on the port bow of the steamer, though if that were a turning point in the case, I should be constrained to say that the preponderance of the evidence is that the schooner bore, when first seen, a little over that port bow.

The result of this is, however, only to show two things: First, that they were approaching each other so as to require the steamer to keep out of the way and the schooner to keep her course; and, second, that the steamer was approaching the schooner in a course heading to the westward of the schooner in such wise that the subsequent porting of the steamer to pass to the eastward was an obviously unskillful and improper movement. (2) Upon the second question—Did the steamer take proper measures to keep out of the way, and were those measures defeated by the change of the course to the eastward?—the chief contest in the hearing was exhibited; and in that contest the conduct of the schooner in respect to lights and lookout became of some importance from their bearings, first, on the propriety of the conduct of the steamer; second, on the broader question of fault in the schooner, and third on the credibility of the witnesses from the schooner and the weight of their testimony.

If it be true that the vessels were approaching head on or nearly so, it is entirely clear that it was proper and agreeable to the dictate of the best judgment, for the steamer to port as she did. It weight is given to the testimony of her witnesses, that the schooner bore on her port bow, then what she did was clearly proper; that she might have been condemned for badseamanship had she done otherwise. She ported and fell off to the eastward immediately on seeing the schooner. The proof is ample that she was in the exercise of the highest diligence; every man at his post; master, mates, pilot, wheelman and others; two men on the lookout, with a mate on the bow, specially charged with the duty to look out. And all these bear in their testimony to what they saw and to what was done. I think it well established that in the respective bearings, and in full recognition of the obligation of the steamer to keep out of the way, but porting when the schooner was in such wise and proper movement. If the schooner did not change her course, then the inference would be inevitable that this conclusion and the testimony tending to support it is erroneous; but if she did change in such wise as to defeat a proper movement to avoid her, then the collision must be deemed the fault of the schooner. That the schooner changed her course to the eastward is sustained by all the testimony which tends to show that she was seen from the steamer on the port bow of the latter, or directly ahead; and also, by the testimony of McDaid from the steamer, to his first seeing the steamer nearly ahead, and seeing all her lights, for if their respective courses were as testified, and as assumed throughout the trial, they could not by any possibility have come together, being as seen, unless the schooner also changed her course to the eastward. That change is also expressly testified by not less than four or six witnesses. The contrary rests upon the testimony of only one. It is true, that in judging of a conflict of evidence on such a subject, mere excess of the number of witnesses is not controlling, but it is entitled to large consideration, and should control, unless it very clearly appears that the one witness for some special reason is more entitled to credit; and in this precise view, it is here claimed that the one witness from the schooner, being himself at the helm, knows beyond all peradventure that he did not change his course, while the witness to the contrary, being on a moving object, may have been deceived by the motion of their own vessel. That is often true, but it is not applicable here to the extent claimed, for this reason, it is not doubted that the steamer did in part port her helm and go to the eastward. How could that motion tend to make the schooner appear to their eyes to move also to the eastward, approaching as the vessels were every instant of the steamer's movement eastward, if the schooner kept her course, would give to the eyes of an observer on the steamer the impression that the schooner was passing more and more to the westward. The argument reverses the effect of such a change. For, obviously, to an eye on a vessel moving east, even a stationary object seems to move west. So the schooner, even to inexperienced observers, if the vessel on which they stand is moving eastward, a sudden change in their view of another vessel by which instead of moving westward it seems to move eastward, is a pretty decisive indication that she has changed her course to the eastward. But here were old and experienced mariners—the master, of long experience and nautical skill; the pilot, whose whole life is devoted to the exercise of judgment and skill in observation on this coast and in the place of observation the other officers of the steamer of long experience, &c. These are not slight witnesses for judgment on the point. If the testimony of so large a number, and from such witnesses is to be deemed overcome by that of one witness, wholly uncorroborated, it would follow that a single witness so situated, might, however false, exonerate himself from blame and compel indemnity to his owners for his own error, with hardly a chance to the other party of obtaining protection. It is much more probable in this case that conscious that he did not see the steamer so near or so soon, conscious that he had no lights coming or going in the dark—conscious perhaps that he was late in setting his lights, and seeing the steamer near, as in fact she was before he saw her, he made the change in a mistaken judgment, the consequence of which he would now avoid. This brings into view the evidence of want of vigilance, care and seamanship on the schooner which very properly bears upon the truth of the testimony of her master, who stands alone on the other point, and also bears strongly on the effect to impute fault to the steamer. The steamer was approaching with all her lights set and burning brightly, and yet she was not seen at all on the schooner, until discovered by the master, then at the helm, by his looking under the main boom, and she was then so near that the master states his opinion which, in view of all that occurred, leave little doubt on my mind that she was much nearer, very—"I can't tell exactly, I should think, probably, she might have been half a mile or a mile, can't tell how much, on the water about distance." This at least shows that his estimate is of little value. His professed look-out gives his opinion that when the lights of the steamer she was a half or three quarters of a mile distant.

Now the combined speed of the two vessels was about fifteen miles an hour, and at a half a mile distance they would, if they did not change course together in two minutes. It is a significant fact that while the three witnesses from the schooner, to excuse their own want of lights, testify that a vessel without lights could be seen one save two miles, others one mile, no one saw this steamer with all her lights burning and in full view, standing in the direction to which their uninterrupted attention should have been directed. It is not only shown that they did not see the steamer when they ought to have seen her, but that the representation of the master, the correctness of whose testimony in other respects is of chief importance, is calculated in respect to his fact, having any looker-out. He swears that McDaid was forward as lookout, when in truth McDaid was busy at other things, and I think it very plain that he had been busy at other things from the time the schooner sailed that evening; and when the master testified to that statement he certainly knew that McDaid was not, in fact, acting as lookout, and did not see or report the steamer at all, and on cross-examination he is compelled to admit it. I think the whole testimony of the master himself indicates that he knew that he was busy attending in setting sails, securing the anchor, coiling ropes, services which were incident to the resumption of their voyage. And McDaid himself removes all doubt; he states that they had finished making sail, and had taken in the anchor, and then went to coiling ropes "the man that was drowned and he (?) were at this when he saw the steamer;" and he says the vessels were then heading about for each other, going up and down mid-channel, and he saw all three lights. However true it may be that if the schooner was in no other fault, and if in fact she kept her course, her want of lookout could not affect the question, for to keep out of the way or to send to produce the collision, which itself pretty narrow ground upon which to claim exemption, and would only in very special cases, if at all, save a vessel from contribution. This evidence bears significantly upon the weight to be given to the schooner's witnesses, and the degree of care, skill and competency to be accorded to them. The question whether the schooner was not in fault in not having her lights set is of even greater importance. The very effort made by the schooner to prove that a vessel without a light could at that time of the evening be seen a mile is a recognition that the want of lights was a violation of the rule requiring lights which could be seen not less than two miles in a dark, clear night. When Congress required sailing vessels to carry colored lights which in a clear, dark night can be seen at least two miles, it is absurd to say that it was no fault to be without lights if the vessel could be seen one mile. Now this is not all; the sun had been down over half an hour, if not nearly an hour; it was, even taking the time most favorable for the schooner, a dim twilight, in which the trim of her sails would be least distinct and clear to the view against a gray horizon. And the express words of the act of Congress require that the lights shall be exhibited "from sunset to sunrise." No clearer case of fault in a particular of great importance to her safety, or of more stringent duty to the approaching steamer, can be stated. The testimony of the pilot of the steamer that he saw the schooner's course, although no light, and was of the opinion that no contingency in setting sails, securing the anchor, coiling ropes, services which were incident to the resumption of their voyage. And McDaid himself removes all doubt; he states that they had finished making sail, and had taken in the anchor, and then went to coiling ropes" the man that was drowned and he (?) were at this when he saw the steamer; and he says the vessels were then heading about for each other, going up and down mid-channel, and he saw all three lights. However true it may be that if the schooner was in no other fault, and if in fact she kept her course, her want of lookout could not affect the question, for to keep out of the way or to send to produce the collision, which itself pretty narrow ground upon which to claim exemption, and would only in very special cases, if at all, save a vessel from contribution. 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He, therefore, necessarily inferred that if the schooner had lights it would have made no difference, for he could then only have seen that he did in fact see. If the libellants concede that he was right in this then the claim of the steamer in this regard is conceded. But on the other hand, if it be claimed, as it is, that the master, pilot, officers and seamen of the steamer made a mistake in supposing the schooner starboarded, the very case is made which the statute was intended to guard against, and which the schooner is bound to guard against by having her lights set. The schooner either starboarded and crossed the bows of the steamer, as the witnesses testify, or the want of her lights operated directly and effectively to mislead them and prevent their judging correctly of the movement. It is a fair inference, and indeed, that it is to be deemed true that the schooner changed her course, that did not relieve the steamer from her duty to keep out of the way, because she still had time and distance within which it could have been done. The proposition, applied to the present case, is affirmed in Alsop *vs.* The Steamer Ogdensburg, and on sending her ported, taking the appropriate means to avoid her, yet when the schooner, after that, starboarded erroneously and without any proper reason, defeating the object of the steamer in porting, it was the duty of the steamer to take such measures thereafter as would avoid the collision. The schooner making such faulty movements, interfering with the proper effort of the steamer to avoid her, must make a very clear case of subsequent fault in the steamer before she could even claim contribution. The proof here is that the steamer was seen from the deck of the steamer the latter ported to avoid her; and that when within a short distance the schooner starboarded and crossed the bow of the steamer. The distance of the schooner from the steamer when she thus starboarded is variously estimated by the witnesses, but in fairly stating the whole evidence would make it not over 800 feet and I think rather less. That is little over twice the length of the steamer, and the engine of the steamer was then instantly stopped and backed, the helm being thrown hard aport to steer her off to the east as far as possible. The claim is that the steamer should have starboarded. The vessels were approaching each other at a combined rate of from thirteen to fifteen miles an hour, or one mile in about four minutes, and 800 feet is little over half a minute. Looking back and seeing precisely what took place, it may seem that if the steamer had starboarded she might have cleared the schooner, but that is not the standpoint from which the view is to be taken; the schooner was approaching the course of the steamer, which made a change to port or westward perilous. The Captain and pilot deemed it impracticable. The schooner was little over two lengths of the steamer distant; the time, within which to effect a change, little over half a minute. They then thought, and still think, throwing the helm hard a-port and stopping and reversing, the only alternative which promised either to avoid collision or diminish the force of the blow. In this condition of peril I think their judgment should be accepted, and that, in fact, they acted prudently. The conclusion is inevitable. The collision was the fault of the schooner, and the libel as to her owner must be dismissed with costs.

Charles Donohue and John Chetwood for the appelant and claimant. E. H. Owen for the libelant and appelee.

Bullion Melting.

To the Editor of the New-York Times:

A statement appears in your paper of the 6th inst., in which it is said that the director of the Mint refuses to reduce the rates for bullion refining at the Mint and Assay Office. The statement is not correct. That officer has simply postponed action on that subject for a few weeks for two reasons:

First—A bill is now before Congress, likely soon so become a law, which vests his powers in this matter in another officer at Washington; so that this is not a proper time to make a change.

Second—There is a more important reason in the fact that for some months past the Mint has been looking to the adoption of better, quicker and cheaper modes of refining and parting than those used at the Mint or at the Assay Office. At this moment the inventor of the chlorine process, FRANCIS HOWYER MILLER, Esq., formerly assayer, and now melter and refiner of the mint at Sydney, Australia, is engaged in setting up his apparatus in the mint, with a view to large experiments. His method is in full operation in the great gold fields of Australia and New-Zealand, and has lately been adopted in the London Mint. It is believed to be a great advance in the art of gold refining, and will probably afford a lower rate of charge than the old sulphuric Acid Process, used in the Assay office at New-York.

The Mint has also erected a laboratory of fine forms, for silver refining, known to be cheaper than the modes in use at the Assay office, but requiring further time for experimenting, and, therefore, not yet giving a settled basis for a new rate of charge. U. S. M.

PHILADELPHIA, Feb. 10, 1871.

FINANCIAL AFFAIRS.

Sales at the Stock Exchange—Feb. 11.

FIRST BOARD.

$16,000 Am. Gold.....130 1/8 | 50 Adams Ex.....97
5,000 U. S. 6s, '81, R.....114 | 10 Am. Mer. U. Ex.....94
2,000 U. S. 6s, '81, C.....114 | 50 United States Ex.....94
1,000 U. S. 5-20 C, '67.....113 | 100 do.....94
100,000 U. S. 5-20 C, '68.....do.....94
do.....110 | do.....bds. sell
10,000 U. S. 5s, Cur.....112 | 240 N. Y. C. & H. R.....
5,000 U. S. 5-20 C, '67.....110 | 100 do.....
100,000 do.....110 | 100 do.....bds. sell
50,000 do.....110 | 200 Erie Railway.....
5,000 Tennessee 6s, new.....66 | 200 do.....
50,000 do.....66 | 200 do.....
1,000 Tennessee 6s, new.....66 | 1,000 do.....
2,000 Ga. State 7s.....97 | 100 do.....
1,000 N. C. Old 6s.....87 | 100 do.....bds. sell
25,000 do.....87 | 200 Hudson River.....
21,000 N. C. 6s, new.....87 | 200 do.....
10,000 N. C. 6s.....86 | 100 do.....
10,000 N. C. 6s.....86 | 100 do.....
5,000 N. C. 6s, new.....87 | 100 do.....
Jan. & July.....
1,000 Ga. April & Oct.....91
5,000 do.....91
7,000 Mo. State 6s.....91
1,000 Ala. State 5s.....
2,000 Ill. Cen. bs.....93
3,000 Ga. 84.7s, Gold.....94
1,000 Erie 7s, '71.....94
10,000 N. Y. C. 6s.....94
10,000 N. Y. C. 6s.....94
5,000 do.....94
5,000 Cent. Pac. Gold 6s.....
15,000 do.....
10,000 do.....
15,000 Un. Pac. R. 1st.....
1,000 Cedar F. & M. 7s.....
1,000 Cedar F. & M. 7s.....
1,000 N. Mo. 1st.....84
5,000 Atl. & Pac. 6s.....
do.....
15,000 do.....
2,000 Long Dock Con. bs.....
20 Mer. Ex. Bank.....
20 Nassau Bank.....
10 Continental Ex.....
10 Fourth National.....
100 Am. Coal.....
do.....
do.....
100 Quicksilver.....6
50 Quicksilver.....6
200 Pacific Mail.....
do.....bds. sell
100 do.....
W. Un. Tel.....b. o.
do.....
do.....

$75,000 U. S. 6s, '81, C.....
15,000 U. S. 5-20 C.....
2,000 do.....
5,000 U. S. 5-20 C.....
5,000 U. S. 5-20 C.....
10,000 do.....
10,000 do.....
10,000 U. S. 5-20 C.....
21,000 do.....
120,000 U. S. 6s.....
1,000 Tenn. 6s, new.....
25,000 Tenn. 6s, new.....
2,000 Ga. State 7s.....
1,000 N. C. Old 6s.....
5,000 N. C. 6s, new.....
5,000 N. C. 6s, new.....
1,000 N. C. 6s, new.....
Jan. & July.....
1,000 Alabama 5s.....
2,000 Un. Pac. R. 1st.....
50,000 Cen. Pac. Gold 6s.....
5,000 do.....
5,000 Ch. & R. I.....
20,000 Un. Pac. 7s, L. G.....
10,000 Un. Pac. 1st, Ext.....
31,000 Erie 7s, 2d.....
1,000 Mil. & St. P. 7s.....
5,000 M. & St. P. 7s.....
do.....
25 U. S. Express.....
100 Adams Ex.....
100 Am. Merch. U. Ex.....
100 do.....

$5,000 Am. Gold.....130 1/8 | 50 Adams Ex.....97
5,000 U. S. 6s, '81, R.....114 | 10 Am. Mer. U. Ex.....94
2,000 U. S. 6s, '81, C.....114 | 50 United States Ex.....94
1,000 U. S. 5-20 C, '67.....113 | 100 do.....94
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do.....110 | do.....bds. sell
10,000 U. S. 5s, Cur.....112 | 240 N. Y. C. & H. R.....
5,000 U. S. 5-20 C, '67.....110 | 100 do.....
100,000 do.....110 | 100 do.....bds. sell
50,000 do.....110 | 200 Erie Railway.....
5,000 Tennessee 6s, new.....66 | 200 do.....
50,000 do.....66 | 200 do.....
1,000 Tennessee 6s, new

DRY GOODS.

JAMES McCREERY & CO.,

BROADWAY AND 11TH-ST.,

WILL OPEN,

ON MONDAY, FEB. 13,

EXTRAORDINARY BARGAINS IN SILKS.

100 PIECES OF

NEW SPRING SILKS,

IN

CHECKS,

STRIPES

AND PLAIDS,

AT $1, $1 12½, $1 25, AND $1 50 PER YARD.

THESE GOODS WE CAN FULLY RECOMMEND TO OUR CUSTOMERS AS THE BEST VALUE OFFERED IN MANY YEARS.

JAMES McCREERY & CO.,

BROADWAY AND 11TH-ST.,

WILL OPEN

ON MONDAY, FEB. 13,

A LARGE ASSORTMENT OF

INDIA CAMEL'S-HAIR SHAWLS,

IN NEW DESIGNS AND PLAIN AND FILLED CENTERS,

HAVING BEEN PURCHASED IN EUROPE AT PANIC PRICES,

WE OFFER THEM AT A SMALL ADVANCE ON COST.

CUSTOMERS AND STRANGERS ARE INVITED TO EXAMINE.

JAMES McCREERY & CO.,

BROADWAY AND 11TH-ST.,

WILL OPEN

ON MONDAY, FEB. 13,

OUR SPRING IMPORTATION

OF

JAPANESE SILKS,

IN STRIPES, CHECKS, FIGURED AND PLAIN COLORS.

ALSO,

IRISH POPLINS, SPINGLINES AND PONGEES,

IN SHADES

SUITABLE FOR EARLY SPRING.

FRENCH AND ENGLISH CALICOES,

IN

NEW SPRING DESIGNS AND COLORS.

PRINTED

PERCALES AND PIQUES.

ALSO, AN IMMENSE ASSORTMENT OF

AMERICAN PRINTS,

IN ALL THE BEST BRANDS,

AT VERY LOW PRICES.

AT JACKSON'S,

Broadway and Waverley-place,

A SPLENDID STOCK OF CREPE SOMBRAZINE AND CASHMERE CLOTHS, TOGETHER WITH OTHER DESIRABLE FABRICS, AT A GREAT SACRIFICE, TO MAKE ROOM FOR SPRING IMPORTATIONS.

BLACK VELVETEENS

AT A GREAT BARGAIN.

SUITS AND BONNETS AT COST.

BLACK SILKS

AT TEMPTING PRICES.

THOS. TWEED & CO.,

NO. 763 BROADWAY,

Will close out for the next

FOUR WEEKS

THEIR ENTIRE STOCK OF

SPRING AND WINTER GOODS

AT GREAT SACRIFICE.

Consisting of the following desirable goods for SPRING AND SUMMER WEAR:

CHEVRE AND MABL POPLIN,

GRENADINES,

ALPACAS,

EMPRESS CLOTHS.

Also, a splendid line of

MOHAIR LUSTRES.

Tend wide, at 35c., cost to import, 60c.

Will call and see.

A LOT OF CHECK SUMMER SILKS,

at $1, former price, $1 50.

ALSO,

Great reduction in

BLACK AND COLORED SILKS.

A full line JAPANESE SILKS at 75c. and upward. Purchasers will find it to their advantage to purchase at the low prices this stock will be offered.

THOS. TWEED & CO.,

NO. 763 BROADWAY,

Between 30th and 32d sts.

A. T. STEWART & CO.

WILL OPEN ON MONDAY, FEB. 13,

A LARGE AND EXTREMELY ATTRACTIVE STOCK OF

NOVELTIES,

SUITABLE FOR THE PRESENT AND EARLY SPRING WEAR, VIZ.:

SILKS, POPLINS, ROBES DE CHAMBRE, REAL INDIA CASHMERE SHAWLS, LACES, EMBROIDERIES, LADIES', MISSES' AND CHILDREN'S READY-MADE DRESSES, UNDER-WEAR, &c.

LADIES' FANCY GOODS, VIZ.: FLOWERS, VELVETEENS, SASH AND TRIMMING RIBBONS, &c., &c.

RECEIVED PER RECENT STEAMERS.

PRICES GREATLY BELOW THOSE OF LAST YEAR.

PLEASE CALL AND EXAMINE.

BROADWAY, 4TH-AV., 9TH AND 10TH STS.

A. T. STEWART & CO.,

IN CONSEQUENCE OF THE LARGELY-INCREASING DEMAND, HAVE BEEN OBLIGED TO OPEN A NEW SILK DEPARTMENT, IN THE GREAT STORE NOW EXTENDING FROM BROADWAY TO THE ROTUNDA,

IN WHICH WILL BE EXHIBITED EVERY

SILK SUITABLE FOR MOURNING.

FULL LINES OF MIKADO POPLINS, VELVETS AND VELVETEENS, IN EVERY SHADE AND QUALITY.

THIS DEPARTMENT WILL BE EXTENSIVELY SUPPLIED WITH THE CHOICEST SELECTIONS, AND AT EXTREMELY MODERATE PRICES.

BROADWAY, 4TH-AV., 9TH AND 10TH STS.

A. T. STEWART & CO.

ARE NOW OFFERING

LINENS, SHEETINGS, SHIRTINGS, DAMASKS, DAMASK TABLE CLOTHS AND NAPKINS, TOWELINGS, BLEACHED AND BROWN COTTON SHEETINGS, SHIRTINGS, FLANNELS, BLANKETS, QUILTS, COUNTERPANES, &c., &c.,

Forming the largest and most attractive STOCK, AS TO QUALITY AND PRICE, to be found in this city.

BROADWAY, 4TH-AV., 9TH AND 10TH STS.

JOHN S. BROWN,

BELFAST, IRELAND.

TRADE { Shamrock / Lond. } MARK.

Manufacturer of only first-class TABLE DAMASK, superior to any imported into the United States. These goods are noted for their beauty of design, elegance of fabric and durability of wear.

WHOLESALE ONLY.

215 Church-st., New-York.

HAIR! HAIR!

SHAW'S PATENT HAIR SWITCHES AND ORIGINOLS, equal to human hair, can be combed, brushed and dressed over.

HUMAN HAIR, cheapest in the country.

SWITCHES, one yard long, $5.

CURLS, 50 per cent and upward.

Largest assortment on hand. Ladies' own chignons dressed for 25 cents. Only depot, No. 355 Bowery, near 4th-st.

NOTICE—Any one who counterfeits or infringes on my patents will be dealt with according to law.

BUSINESS CHANCES.

PARTNER WANTED—$10,000 TO $20,000 required; business established, pleasant and very profitable. Address WOOD'S HOUSE HOLD MAGAZINE, Newburg, N. Y.

DRY GOODS.

DRESS GOODS.

We are offering the balance of our stock of Dress Goods at a VERY LARGE REDUCTION IN PRICE, and ask particular attention to our

WHITE GOODS, LACES,

EMBROIDERIES, LINENS,

TABLE DAMASKS, NAPKINS,

TOWELS, &c., &c.

Domestics sold by the piece at manufacturers' prices.

In all the above departments, and in

FLANNELS, BLANKETS, &c.,

we offer inducements which cannot be surpassed.

BRADBURY BROS.,

Nos. 313 and 314 Bowery,

One door below Bleecker-st.

Great Inducements

IN

BLACK AND COLORED SILKS,

SATINS, &c.

Customers are invited to get samples of our goods before purchasing, and thus demonstrate by actual comparison that OUR PRICES ARE LOWER THAN THOSE OF OTHER HOUSES.

Some of our

SPECIAL MAKES

are sold with

A POSITIVE GUARANTEE AS TO WEAR,

Which, in view of the large quantity of inferior goods on the market, will be found an important consideration.

SHAWLS, SUITS AND CLOAKS

CLOSING OUT AT LESS THAN HALF THE ORIGINAL PRICE.

BRADBURY BROS.,

NOS. 313 AND 314 BOWERY, ONE DOOR BELOW BLEECKER-ST.

DIVIDENDS.

TREASURER'S OFFICE, ST. JOSEPH AND DENVER CITY RAILROAD COMPANY, ST. JOSEPH, Mo., Jan. 28, 1871.

THE INTEREST AND COUPONS due Feb. 15, 1871, on the first mortgage eight per cent. (8 per cent.) gold bonds of the St. Joseph and Denver City Railroad Company will be paid at the office of the Farmers' Loan and Trust Company, in the City of New-York, upon presentation and application, on and after that date, free of Government tax.

THOS. E. TOOTLE, Treasurer.

CHICAGO AND ALTON RAILROAD COMPANY, SECRETARY'S OFFICE, CHICAGO, Ill., Feb. 8, 1871.

NOTICE TO STOCKHOLDERS.

The stockholders of the Chicago and Alton Railroad Company are hereby notified that a cash dividend of FIVE PER CENT. on the shares of Common Stock of this day been declared on the Preferred and Common Stock of the Company, out of the earnings of the last six months, payable at the office of the Company's agency in this city, on and after Tuesday, the 14th day of March next, to holders who are registered as such at the close of business hours on the 16th inst., at which time the books will be closed, and reopened for transfers on the 17th day of March next.

W. M. LARRABEE, Secretary.

TWENTY-SECOND DIVIDEND.

OFFICE OF THE

GERMANIA FIRE INSURANCE COMPANY,

No. 161 BROADWAY, NEW-YORK, Jan. 26, 1871.

The Board of Directors this day declared a Semi-annual Dividend of Five per Cent., payable, free of Government tax, on WEDNESDAY, Feb. 1, 1871.

JOHN R. SMITH, Secretary.

OFFICE OF THE MONTCLAIR RAILWAY CO., No. 35 NASSAU-ST., NEW-YORK, Feb. 4, 1871.

THE INTEREST AND COUPONS DUE March 1, 1871, on the First Mortgage Gold Bonds of the

MONTCLAIR RAILWAY COMPANY

will be paid at the office of the Company,

LEONARD, SHELDON & FOSTER,

No. 10 Wall-st.,

upon presentation, on and after that date, free of Government tax.

H. K. LOW, Treasurer.

ADAMS EXPRESS COMPANY, No. 59 BROADWAY, NEW-YORK, Feb. 3, 1871.

THE BOARD OF MANAGERS OF THIS Company has this day declared a dividend of $2 per share, payable on FIRST of March proximo, to stockholders of record at the closing of the transfer-books.

The transfer-books will be closed from 3 P. M. to-day to the morning of March 2.

JOHN C. BABCOCK, Treasurer.

THE ST. NICHOLAS NATIONAL BANK OF NEW-YORK, No. 7 WALL-ST., NEW-YORK, Jan. 28, 1871.

DIVIDEND.—THE DIRECTORS OF THIS Bank have declared a Dividend of Five per Cent., free of all taxes, payable on and after 15th prox. The transfer-books will be closed from the 24 until the 15th prox., inclusive.

A. FAREBROTHER, Cashier.

SAVINGS BANKS.

NATIONAL SAVINGS BANK.

The Treasurer's Savings and Trust Company, (Chartered by the Government of the United States.) No. 126 BLEECKER-ST.

DEPOSITS OVER $2,000,000.

INTEREST paid or compounded, free of all taxes, THREE TIMES in each year, or every THIRTY days, as depositor prefers. A SPECIALTY made of following small sums from $10 upwards, and of $50 and upward. Married women have exclusive control over their money deposited in the National Savings Bank. All accounts strictly private and confidential. Deposits can be made by EXPRESS, or bank draft, or postal money order. All deposits payable ON DEMAND, with interest due.

Open daily from 9 A. M. to 3 P. M., and MONDAYS and SATURDAYS from 9 A. M. to 8 P. M.

JOHN J. ZUILLE, Cashier.

UNION DIME SAVINGS BANK,

Nos. 396 and 398 CANAL-ST., corner of Laight. SIX PER CENT. interest on $5 to $5,000.

ASSETS, $8,670,345 33.

INSURANCE.

BUREAU OF LIFE INSURANCE—No. 100 Broadway, New-York.

S. G. GOODRICH.

Applications received, insurance effected, information given, and general business attended to.

New-York, January, 1871.

The undersigned take pleasure in commending Mr. S. G. GOODRICH

and the

BUREAU OF LIFE INSURANCE,

which he has established at

NO. 100 BROADWAY,

to all persons who may wish to procure life insurance in the best and most reliable companies. Mr. Goodrich has had large experience in the business, and has our confidence in his ability and integrity, we commend him as a desirable party to consult and transact business with.

W. C. Langley & Co. | Robbins & Appleton.
H. J. Stearns & Co. | Frost, Schuyler, Hartley & Graham.
Central National Bank. | Martin & Smith.
Babcock Bros. & Co. | Samuel McLean & Co.
Charles G. Landon. | Whittemore, Post, Pratt & Co.
G. H. Booth, Bradford, England. | Marville W. Cooper.
James L. Little & Co. | J. Pierpont Morgan.
H. J. Stearns & Co. | Jesse Bishop.
Thomas Eakon & Co. | Henry Clews.
Orvis W. Field. | Samuel Holmes.
S. P. Butler, New-York. | Lee, Tweedy & Co.
Charles J. Martin. | John R. Field.
Home Fire Ins. Co. | L. G. Pratt, President Firm Nat. B'k of Macon, Ga.
H. B. Claflin. | Francis B. Cooley, Hartford, Conn.
J. E. Wetmore. | Henry A. Perkins, President of Hartford Bank.
Wm. H. Guion, Greene & Co. | J. M. Beebe, Boston.
W. M. Halsted.
W. E. Dodge.
F. H. Cossitt.

FINANCIAL.

MONEY TO LOAN

ON BOND AND MORTGAGE,

ON WELL-LOCATED REAL ESTATE IN THIS CITY.

IMPROVED PROPERTY, STORES OR DWELLINGS PREFERRED.

None but first-class applications will be entertained; no brokers inquired. Principals only.

FRANK G. & DAVISON BROWN,

No. 100 Broadway.

THE INTERNATIONAL BANKING HOUSE

OF BERLAZ, ART & CO.,

NO. 12a REGENT-ST., W.,

LONDON.

BROWN BROTHERS & CO.,

NO. 59 WALL-ST.,

issue COMMERCIAL and TRAVELERS' CREDITS AVAILABLE in all PARTS of the WORLD.

GEO. C. T. SEAMAN,

BROKER IN COMMERCIAL PAPER AND OTHER SECURITIES,

No. 2 Pine-st., (upstairs.)

OFFICE OF THE ATLANTIC AND GREAT WESTERN PETROLEUM COMPANY,

No. 122 BOWERY, CORNER GRAND-ST.

THE ANNUAL ELECTION FOR SEVEN Trustees and three Inspectors for the next ensuing election will be held

ON MONDAY, FEB. 20,

between the hours of 3 and 4 o'clock P. M.

The transfer-books will be closed from the 10th to 20th, both days inclusive.

W. A. HALL, Secretary.

NEW-YORK, Feb. 9, 1871.

CLEVELAND, COLUMBUS, CINCINNATI AND INDIANAPOLIS RAILWAY COMPANY,

CLEVELAND, OHIO, Feb. 8, 1871.

THE ANNUAL MEETING OF THE Stockholders of this Company for the Election of Directors, and for the transaction of other business, will be held at the office of the Company, in Cleveland, Ohio, on WEDNESDAY, March 15, 1871, between the hours of 10 o'clock A. M. and 2 o'clock P. M.

The transfer-books will be closed from the evening of Feb. 13 until March 16.

ALSO, R. RUSSELL, Secretary.

$25,000 WANTED—GOLD INTEREST seven per cent. will be paid, on first-class leasehold store property, worth $125,000, for three or five years; principals only apply to H., Post-office Box No. 6,709.

FINANCIAL.

Security and Safety.

WEST WISCONSIN R. W. CO.

7 PER CENT. GOLD BONDS.

Free of Government Tax,

FIRST MORTGAGE

LAND GRANT

SINKING FUND

of the

WEST WISCONSIN R. W. CO.

Denominations,

$500 AND $1,000.

ONLY FIFTEEN YEARS TO RUN,

From January, 1870. Convertible into Stock and Bonds Cable for Bonds at Par. Land Grant of over One Million Acres from Government. Upon which, together with the Bond and all its Property, these Bonds are a

FIRST AND ONLY MORTGAGE.

Lands Exempted from Taxation for 15 Years by Acts of Legislature. 190 Miles Road Built, finally, which income to Mortgage. Twenty Miles Increasing Annually. But 34 Miles More Road to Build, for which the iron is already purchased, and all the work under contract. An Air-Line from St. Paul and the North-west to Milwaukee and Chicago. Total amount of Mortgage $4,000,000. Estimated Value of Lands alone, nearly double that amount.

PRICE 90c., WITH ACCRUED INTEREST,

at which figure they pay at present premium on Gold, 9 per cent. per annum to investor. The Trustees are Messrs. WILLIAM H. LEONARD, Ex-Chief-Justice of Supreme Court, State of New-York, and HOUTON STEELE and JAMES GOODSON, M. P., England, where a large amount of the Bonds have been sold. These parties are required to see that proceeds of land sales are applied solely to the taking up of these Bonds.

COUPONS PAYABLE JANUARY AND JULY.

The connections of this Road with the Northern Pacific and thence with Duluth, as well as with all the Eastern connections, will be seen from a Pamphlet and Map, which can be obtained at the office of

WHITE, MORRIS & CO.,

NO. 20 WALL-ST., AND

GWYNNE, JOHNSON & DAY,

NO. 16 WALL-ST., NEW-YORK,

BANKERS AND FINANCIAL AGENTS FOR THE COMPANY.

FOR SALE.

CHOICE

CITY AND COUNTY BONDS,

PAYING FROM

10 TO 12 PER CENT.,

FREE OF ALL TAXES.

INTEREST COUPONS PROMPTLY PAID SEMI-ANNUALLY IN NEW-YORK.

FIRST-CLASS SECURITIES OF UNDOUBTED CHARACTER, BELOW PAR.

ALSO,

NEW-YORK CITY RAILROAD STOCKS AND INSURANCE BANK AND GAS-LIGHT STOCKS,

INCLUDING AN EXTENSIVE VARIETY OF FIRST MORTGAGE RAILROAD 7 AND 8 PER CENT. GOLD BONDS, FOR SAFE AND PROFITABLE INVESTMENTS AT LOW RATES.

FOR SALE BY

ALBERT H. NICOLAY,

BANKER, STOCKBROKER AND AUCTIONEER,

NO. 2 PINE-ST.

N. B.—FIRST-CLASS INVESTMENT SECURITIES, PAYING LARGE RATES OF INTEREST, A SPECIALTY WITH THIS HOUSE FOR MANY YEARS.

VERMILYE & CO.

BANKERS,

16 and 18 Nassau-st., New-York.

DEALERS IN ALL ISSUES OF GOVERNMENT SECURITIES.

BUY AND SELL ON COMMISSION RAILWAY STOCKS, BONDS AND GOLD.

MAKING LIBERAL ADVANCES.

INTEREST ON DEPOSITS.

DESIRABLE INVESTMENT.

SOUTH-SIDE RAILROAD COMPANY OF LONG ISLAND

SEVEN PER CENT.

FIRST MORTGAGE

SINKING FUND BONDS,

FREE OF GOVERNMENT TAX,

COUPON OR REGISTERED.

FOR SALE BY

WM. & JOHN O'BRIEN.

NO. 55 WALL-ST.

8 Per Cent. Interest

FIRST MORTGAGE BONDS

OF THE ST. JOSEPH AND DENVER CITY RAILROAD COMPANY,

FOR SALE BY THE UNDERSIGNED.

Principal and Interest Payable in Gold.

Mortgage at the rate of $13,200 per mile.

ROAD COMPLETED AND OPEN TO THE PUBLIC.

Price 97½ and accrued interest.

We unhesitatingly recommend them, and will furnish pamphlets, circulars, &c., on application.

W. P. CONVERSE & CO.,

No. 54 Pine-st.

TANNER & CO.,

No. 11 Wall-st.

MANHATTAN MARKET COMPANY OF THE CITY OF NEW-YORK.

Organized under special act of the Legislature of the State of New-York, passed March 29, 1870.

CAPITAL STOCK, $200,000. 2,000 SHARES, $100 EACH.

OFFICE, NOS. 345 AND 347 BROADWAY, New-York Life Insurance Building.

TWO THOUSAND FIVE HUNDRED SHARES of the capital stock of this Company, of the par value of $100 each, being the remainder of the capital of one million, are now offered to BUTCHERS, DEALERS IN MARKETMEN and others.

The books of subscription for said stock will be opened at the office of the Company, as above, on Wednesday, the 15th day of February, 1871, from 9 A. M. to 3 P. M., and remain open each day for TEN days unless sooner subscribed for.

Each subscription for ten (10) shares from any Butcher, Marketman or Dealer, will entitle the subscriber to one stall, at a uniform fixed rental, on a lease of five years.

But no one Butcher, Marketman or Dealer will be allowed more than two stalls or stands, in either Washington or Jefferson Market, from whom to avail himself of this privilege must be declared by each subscriber at the time of subscribing.

A diagram of the stands in the market can be seen at the office of the Company, and the selection of stands by said subscribers will be according to order of subscription.

TERMS OF SUBSCRIPTION.—Twenty-five per cent in cash, on subscribing, and the balance in instalments of 25 per cent., as called for by the Treasurer, on thirty days' notice.

By order of the Board,

PAUL J. ARMOUR, COURTLANDT PALMER, W. M. JOHNSON, } Committee on Subscriptions.

NEW-YORK, Feb. 11, 1871.

OFFICE OF THE MERCANTILE FIRE INSURANCE COMPANY, No. 165 BROADWAY.

NEW-YORK, Feb. 10, 1871.

THE ANNUAL ELECTION FOR THIRTY Directors of this Company, also for three Inspectors of Election, will be held at this office on TUESDAY, the 21st inst., Poll open from 12 M. to 1 P. M.

C. W. FARMILEE, Secretary.

A.—FIRST AND SECOND MORTGAGES promptly cashed at the lowest market rate; also, money to loan on New-York City, Westchester County and New-Jersey real estate.

POTTER BROS., No. 54 Pine-st.

SAFE AND PROFITABLE INVESTMENTS.—EIGHT AND TEN PER CENT. BONDS payable in this City, for sale below par, by

ARTHUR T. FITCH & CO.,

No. 11 Pine-st.

MARBLE MANTELS.

S. KLAUER & CO., NO. 223 WEST 27th-st., between Broadway and 8th-av.—Marble and Marbleized Mantels, Monuments, Headstones, new original designs; cheapest in City.

SHIPPING.

TRI-WEEKLY LINE OF STEAMERS Sail every SATURDAY and alternate WEDNESDAY to and from Glasgow and Derry. Passengers booked and forwarded to and from all railway stations in Great Britain, Ireland, Germany, Norway, Sweden or Denmark, to America, in each; speedily, comfortably and cheaply as by ANY other route or line.

"EXPRESS" STEAMERS. "EXTRA" STEAMERS.

Columbia.....sat. Feb. 11 | Lorne.....Wed. Feb. 8
Anchia.....sat. Feb. 18 | Lincoln.....Wed. Feb. 15
Australia.....sat. Feb. 25 | Trojan.....Wed. Mar. 1
Columbia.....sat. Mar. 4 | Dorian.....Wed. Feb. 22
Indiana.....sat. Mar. 11 | Persian.....Wed. Mar. 29
Emerald.....Sat. Mar. 18 | Dorian.....Wed. April 5

And every SATURDAY and alternate WEDNESDAY thereafter, from Pier No. 20 North River, New-York, at noon.

RATES OF PASSAGE, PAYABLE IN CURRENCY, TO LIVERPOOL, GLASGOW, OR DERRY.

First Cabin Passage, $70, according to location.
Cabin excursion tickets, good for 12 months returning, $100.
Intermediate, $40.
Steerage, $30.
Certificates, at REDUCED RATES, can be bought here by those wishing to send for their friends.
Drafts issued, payable on presentation.
Apply at the Company's office to HENDERSON BROTHERS, No. 7 Bowling-green.

CUNARD LINE.

THE BRITISH AND NORTH AMERICAN ROYAL MAIL STEAM-SHIPS

BETWEEN NEW-YORK AND LIVERPOOL, CALLING AT CORK HARBOR.

China, Wednesday, Feb. 8 | Calabria, Thursday, Feb. 23
Batavia, Thursday, Feb. 9 | Cuba, Wednesday, Mar. 1
Tripoli, Saturday, Feb. 11 | Siberia, Thursday, Mar. 2
Africa, Wednesday, Feb. 15 | Etna, Saturday, Mar. 4
Russia, Thursday, Feb. 16 | Scotia, Wednesday, Mar. 8
Abyssinia, Wednesday, Feb. 22 | Parthia, Thursday, Mar. 9

RATES OF PASSAGE.

By the Wednesday steamers, not carrying Steerage Passengers:
First Cabin, $100, gold. Second Cabin, $60, gold.
First Cabin to Paris.....$140, gold.

By the Thursday steamers:
First Cabin, $80, gold. Second Cabin, $60, gold.
Steerage tickets from Liverpool and Queenstown and all parts of Europe at lowest rates.

Through Bills of Lading given for Antwerp, Glasgow, Havre, Antwerp and other ports of the Continent, and for Mediterranean ports.

For freight and cabin passage apply at the Company's Office, No. 4 Bowling-green.

For steerage passage apply at No. 111 Broadway, Trinity Building.

CHAS. G. FRANCIS, Agent.

INMAN LINE FOR QUEENSTOWN AND LIVERPOOL.

Royal Mail Steamers are appointed to sail as follows:

CITY OF BRUSSELS.....Saturday.....Feb. 11, 10 A. M.
CITY OF BROOKLYN.....Saturday.....Feb. 18, 1 P. M.
CITY OF LIMERICK, (via Halifax).....Tuesday.....Feb. 21, 1 P. M.

And each succeeding SATURDAY and alternate TUESDAY, from Pier No. 45 North River.

RATES OF PASSAGE.

PAYABLE IN GOLD. PAYABLE IN CURRENCY.
1st Cabin.....$75 | Steerage.....$30
To City of Brooklyn.....80 | To Limerick.....15
To Halifax, N. S.....20 | To Halifax.....10

Passengers also forwarded to Antwerp, Rotterdam, Sweden, Norway, and Denmark, at reduced rates.

Tickets can be bought here by persons who may send for their friends.

For further information apply at the Company's Office. JOHN G. DALE, Agent, No. 15 Broadway, New-York.

FOR LIVERPOOL,

(VIA QUEENSTOWN),

CARRYING THE UNITED STATES MAILS.

THE LIVERPOOL AND GREAT WESTERN STEAM COMPANY will dispatch one of their first-class full-power iron-screw steamships from PIER NO. 40 NORTH RIVER, EVERY WEDNESDAY as follows:

NEVADA, Capt. GRIER.....Feb. 15, at 10 A. M.
COLORADO, Capt. T. F. FREEMAN.....Feb. 22, at 2 P. M.
WISCONSIN, Capt. WILLIAMS.....Mar. 1, at 10 A. M.
WYOMING, Capt. WEBSTER.....March 8, at 2 P. M.
MANHATTAN, Capt. FORSYTH.....March 15, at 10 A. M.
IDAHO, Capt. PRICE.....March 22, at 2 P. M.

Cabin passage, $80; gold.
Steerage passage, (Office No. 29 Broadway,) $30, currency.
For freight or cabin passage apply to

WM. WILLIAMS & GUION, No. 29 Wall-st.

NATIONAL LINE.

STEAM TO LIVERPOOL AND QUEENSTOWN, From Pier No. 47 North River.

PENNSYLVANIA, Lawson, Saturday, Feb. 11, at 10 A. M.
ITALY, Gregg, Saturday, Feb. 18, at 5 P. M.

Passage to Liverpool or Queenstown: Cabin, $75 and $80, currency; steerage, $30, currency.

Through Bills of Lading given for Dublin, Glasgow, Londonderry and Glasgow, $31 currency.

For further particulars apply at the Company's office, No. 69 Broadway.

E. W. J. MUIRE, Manager.

ONLY DIRECT LINE TO FRANCE.

THE GENERAL TRANSATLANTIC COMPANY'S MAIL STEAM-SHIPS BETWEEN NEW-YORK AND HAVRE, CALLING AT BREST.

PEREIRE, DAUBE, SATURDAY.....Feb. 11
LAFAYETTE, ROUSSEAU, SATURDAY.....Feb. 18
Note.—The Pereire will sail direct for Bordeaux.

For freight or passage apply to GEO. MACKENZIE, Agent, No. 58 Broadway.

PACIFIC MAIL STEAM-SHIP COMPANY'S THROUGH LINE TO

CALIFORNIA AND CHINA.

FREIGHT AND PASSAGE GREATLY REDUCED.

Through Rates, New-York to San Francisco:

First Class. Steerage.
$125 to $170. $80.

according to the location of berth.

These rates include berths, board and all necessaries for the trip.

Steamers of the above line leave Pier No. 43 North River, foot of Canal-st., at 12 o'clock noon,

ON 5TH AND 20TH OF EACH MONTH, except when these days fall on Sunday, then the day previous.

One hundred pounds of baggage free to each adult. Medicine and attendance free.

Departure of 20th every month for Japan and China, connecting with COLORADO, Capt. PARKER.

Departure of 20th every month for Japan and San Jose Guatemala and Panama.

Tickets can be bought here for Yokohama from San Francisco March 1, 1871, for China and Japan.

All freight for San Francisco will be taken, and be received until 4 P. M. on the day of sailing.

Freight for Central American and South Pacific ports will be received until 4 P. M. on Friday, Feb. 17, only. All the usual facilities afforded shippers in collecting inland charges, &c.

For freight or passage tickets, and all further information, apply at the office, Pier No. 42 North River.

P. B. MAY, Agent.

FOR ST. THOMAS AND BRAZIL.

UNITED STATES AND BRAZIL STEAM-SHIP COMPANY.

REGULAR MAIL STEAMERS sailing on the 2nd of every month:

SOUTH AMERICA, Capt. R. LUDLOW.....Feb. 15, at 2 P. M.
NORTH AMERICA, Capt. G. B. [illegible].....March 15.
MERRIMACK, Capt. WM. APPLETON.....April 2.

Through tickets and bills of lading to Rio Janeiro, and call at St. Thomas, Para, Pernambuco, Bahia, and Rio de Janeiro, going and returning. For engagements of freight or passage apply to

WM. P. CARRINGTON, Agent, No. 5 Bowling-green, New-York.

UNITED STATES MAIL TO HAVANA.

ATLANTIC MAIL STEAM-SHIP COMPANY, sailing regularly every THURSDAY, at 3 o'clock P. M., precisely, from Pier No. 4 North River.

COLUMBIA, Capt. F. VAN SICKLEN.....Feb. 16
MISSOURI, Capt. C. W. PHILLIPS.....March 2
MORRO CASTLE, Capt. S. ADAMS.....March 2

For freight or passage, apply to

A. W. DIMOCK, President, No. 6 Bowling-green.

FOR NASSAU, N. P.,

CARRYING THE ROYAL MAILS.

Atlantic and Nassau Steam-Ship Company's steamship MISSOURI, Capt. G. W. FARMER, will sail Feb. 14, at 2 P. M., from Pier No. 4 North River.

For freight or passage apply to

A. W. DIMOCK, President, No. 6 Bowling-green.

HAVANA, SISAL AND VERA CRUZ.—New-York and Mexican Mail Steam-Ship Line, leaving Pier 17 E. River, at 3 P. M.

CITY OF MEXICO, Timmerman.....Feb. 17
CLEOPATRA, Phillips, (for freight).....March 2
CITY OF MERIDA, Deakes.....March 9
CLEOPATRA, Phillips, (for freight).....March 16

For freight or passage apply to

F. ALLENDES & SONS, No. 52 Broadway.

FOR SAVANNAH,

THE FLORIDA FOR AND THEN SOUTH AND WEST.

GREAT SOUTHERN FREIGHT AND PASSENGER LINE.

CENTRAL RAILROAD OF GEORGIA AND ATLANTIC AND GULF RAILROAD.

FOUR STEAMERS A WEEK.

TUESDAYS,
THURSDAYS
AND SATURDAYS.

THE STEAM-SHIP

SAN JACINTO, Capt. ATKINS.....SATURDAY, Feb. 11, from Pier No. 5 North River, at 3 P. M.

HUNTSVILLE, Capt. CROWELL.....SATURDAY, Feb. 17, from Pier No. 13 North River, at 3 P. M.

R. LOW & CO., No. 4 Bowling-green.

VIRGO, Capt. BULKLEY.....TUESDAY, Feb. 14, from Pier No. 13 East River, at 2 P. M.

MURRAY, FERRIS & CO., Nos. 61 and 63 Wall-st.

HERMAN LIVINGSTON, Capt. .....SATURDAY, THURSDAY, Feb. 16, from Pier No. [illegible] North River, at 3 P. M.

LIVINGSTON, FOX & CO., No. [illegible] Broadway.

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The well-known first-class side-wheel steam-ship RIENVILLE,

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will leave Pier No. 37 North River, SATURDAY, Feb. 18, at 3 P. M. Freight taken for Matagorda, Galveston, Lavaca, Indianola, and all points on the Mississippi and Ohio Rivers, to be reshipped at New-Orleans.

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Steam-ship VICTOR will follow from Pier No. 20 East River, on SATURDAY, Feb. 25.

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DELAWARE AND NEW-YORK S. S. CO., Pier No. 21 N. R.—The steamer Albatross will leave for Lewes, Del., every Tuesday, at 4 P. M., taking freight for all points on the Delaware and Brook-water and Delaware Railroads. Returning, leave Lewes every Saturday at 4 P. M., at conclusion of the train. For freight and passage apply at office on pier.

BOARDING AND LODGING.

A LARGE HANDSOMELY-FURNISHED front room and bedroom, communicating, to rent without board; also a single gentleman desiring first-class accommodations; family private; location East 14th-st., preferred; [illegible]. Address, with name, G., Box No. 60, Times Office.

BOARDING—IN A FRENCH FAMILY, NO. 16 Livingston-place, on Stuyvesant square, to let one handsome large front room, which would suit one or two gentlemen; rare opportunity for gentlemen of culture and refinement. Table.

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NO. 242 WEST [illegible]-ST.—A LARGE, COMfortable, third-story front room, with board, for gentleman and wife, or two gentlemen, at $10 per week.

HANDSOMELY FURNISHED ROOMS, with board, for single gentlemen, at 54th-st., near Madison-av. Apply to J. C., Box [illegible], Post-office.

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WARD & OGDEN, BROADWAY, COR-ner of 172d-st., offer for sale the following houses, and recommend them very cheap and easy: 326 st., 20th-st., between 5th and 6th avs., four story, brown stone, high stoop, 21x58x100, hard wood.....$25,000
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122d-st., near 5th-av., four story, brown stone, high stoop, 27x52x100, splendid order.....30,000
34th-st., near 7th-av., four story, brown stone, English basement, 16x35x100, very desirable and cheap.....30,000
51st-st., near 4th-av., four story, brown stone, high stoop, 22.6x54x100, hard wood, marble hall, handsomely finished.....27,500
36th-st., near Broadway, four story, brown stone, high stoop, 17x50x100, with furniture, English basement.....31,000
76th-st., between 4th and Lexington avs., three story, brown stone, high stoop, 16.6x50x100.....17,000
42d-st., near Madison-av., four story, brown stone, high stoop, 20x100.5, perfectly furnished in hard wood, built in best manner.....40,000
27th-st., near Lexington-av., four story, brown stone, high stoop, 21x50x100.....27,500
116th-st., near Broadway, four story, brown stone, 17x50x100, with furniture, English basement.....21,000
76th-st., between 4th and Lexington avs., three story, brown stone, high stoop, 16.6x50x100.....22,000
42d-st., near Madison-av., four story, brown stone, high stoop, 20x100.5, perfectly furnished in hard wood, built in best manner.....40,000
27th-st., near Lexington-av., four story, brown stone, high stoop, 21x50x100.....27,500
116th-st., near Broadway, four story, brown stone, 17x50x100, with furniture, English basement.....21,000
76th-st., between 4th and Lexington avs., three story, brown stone, high stoop, 16.6x50x100.....17,000

A.—EXECUTOR'S SALE, NO. 514 Broadway, opposite St. Nicholas Hotel, six-story marble building, 36x100, lot in fee.

Also, by same estate,

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THE REAL ESTATE RECORD, NO. 109 Broadway, publishes exclusively the real estate transfers of New-York City, with names of grantor and grantee; mortgages recorded; satisfactions of judgments, mechanics' liens, foreclosure suits, new and unsatisfied buildings, business changes, real estate

ST. VALENTINE'S DAY.

Celebration of the Season by Youths and Maidens of Long Ago.

The Most Remarkable Valentine Writers of the World—Origin of the Pleasant Custom—Valentines of the Past and the Present—Who Makes the Designs and Writes the Tender Lines—The Postman's Views of Valentine's Day.

Between CHARLES, Duke of Orleans, captured at Agincourt, immured in an English prison, inditing sweet madrigals to some far-distant beauty of France, and Samuel Weller, at the Blue Boar, with his nine-penn'orth of brandy and water luke, and the ink-stand, with the sheet of gilt-edged paper and the pen warranted not to splutter, working up his feelings to fever heat in order to compose the proper lines for Mary, house-maid at Mr. Nupkin's, Mayors, Ipwich, Suffolk—between these two persons, we say, there is a wide difference of character, to say nothing of a lapse of rather more than four hundred and fifty years. If CHARLES' gallant verses attract the curious as examples of the very earliest of valentines, couched in the tender style of the fifteenth century, redolent with the delicate perfume of the Provencal, so that they are still inexpressibly tender and plaintive, there is a dash, a fire in Sammy's terser English prose and an air of such honest sincerity about the whole performance, that we do not see any reason why we should not unite CHARLES and Sam as among the most remarkable valentine writers of the world.

ORIGIN OF THE PLEASANT CUSTOM.

We should have to go back to Sanskrit did we want to trace the origin of the pleasant custom of St. Valentine's Day. Our friends, the anthropologists, who are continually presenting us with an endless series of exceedingly neat and grateful theories in regard to our ancestors, have no hesitation in asserting that our first wars were waged either for cannibalism or for the purpose of procuring wives, though the Moltkes and Bismarcks of that early period have not come down to us. We are pleased to state, however, that our learned friends all agree in recording a certain time when man made a mighty stride toward perfection. He substituted for the rather uncermonious method of battling for a wife, the no less exciting one of casting lots for her. It is supposed that the first society (this understood of course in its most general sense,) took the names of all the marriageable women in the tribe, put them in a bag, and then the men drew lots for them, and so a matrimonial tombola or lottery was instituted. This method had, no doubt, its advantages; it even finds admirers at the present day. Not more than seventy years ago there existed in the United States a most worthy community, respected by their neighbors, living in peace and harmony among themselves, where marriages were made precisely in this way. Be it as it may, the exact period of the year on which this ceremony of taking a wife, either by fighting for her, or drawing straws for her, has been certainly handed down to us. The Romans had their Feast of the Lupercalia in honor of Juno and Pan, in the month of February, and the goddess was called Februata or Februalis. At that period Roman youths and maidens exchanged their vows. There was over this linking in early Christian times toward pagan mysteries, if not in the spirit at least in the form; so two saints, both St. Valentines, gave some kind of adhesion to the festival. Of the first, who flourished in the third century, we have little to say, but St. Valentine of A. D. 227 gave it the peculiar religious tendency of the age. On the 14th of February, all priests were ordered to choose by lot some saint, and the one thus chosen dictated to them was to be considered as their especial tutelary patron for the year. Still the young people of those days, as they had done thousands of years before, and as they probably will do for thousands of years to come, kept up the time-honored custom of interchanging love greetings and tender missives on the 14th of February, and let us devoutly hope that not one, but both of these worthy saints have long ere this not only pleasantly winked at but given their entire sanction to the proceeding.

VALENTINES OF PAST CENTURIES.

Up to the middle of the last century, when times were of a much more tangible character than at present, and very gallantly marriage people celebrated the occasion. SAMUEL PEPYS tells us how, in 1661, he gave MRS. PEPYS a half dozen pairs of gloves and a pair of silk stockings for her valentine, and how, in 1667, growing richer, on the return of the day, he presented her with a rare jewel set in gold, which he very methodically appraises together with MRS. PEPYS' whole casket for Mr. PEPYS had other funds for purposes of property. Printed valentines are about 200 years old, though it is difficult to discover the precise date of their origin. [illegible] epithet pasquinades. We suppose some [illegible] was jilted; during the interval of a week [illegible] the fair maid changed her mind, and so he took his revenge by sending a biting epigram.

THE VALENTINES OF TODAY.

Today valentines are made, for all sizing and purses. The sum to disburse for a cent, or [illegible] to the [illegible] to [illegible] up to a French bon, very elaborately ornamented. The manufacture of valentines is generally united with that of publishing toy-books. In New-York three firms especially carry on the business, though we notice that Philadelphia and Baltimore announce their valentine goods in the market. One firm, probably the largest toy-book publishers in the world, have just now a very clever advertising card of their valentines stuck up at all the stationers, book-stands and toy-shops. It represents a group of cupids as bombadiers discharging from a mortar (a lady's thimble) a shower of missiles which are valentines. This one firm sold last year the amazing quantity of three and a half millions of valentines alone, and we believe we are perfectly within bounds, when we state that fully eight millions of valentines are manufactured and disposed of in the City, and we are assured that the business is on the increase. The large manufacturers keep twenty to thirty people at work in this special trade all the year round, and even then, when the season is at its height cannot keep up with the demand. Valentines are classed as comic, serious or sentimental and juvenile. The comic are the cheapest and most in demand. Fresh subjects have to be added to the gallery every year, as new professions occur, or the popular whim dictates. This year the call seems to run on Fenians, politicians and women rights. Of course the caricatures of the various professions are hardly complimentary, though they are not wanting in a certain force and vigor. We are pleased to say, from careful observation, that anything improper is carefully avoided. First-class houses in this special line print their names on their productions, so that in case Pat, who cannot read, purchasing from a vender equally illiterate, who knows the house he buys his stock from, can feel assured that in his bit of fun there is nothing that can shock the most fastidious of Biddies. We look over at random a gross of pictures, and find fast young men and do. do. ladies. Heart breakers, (male and female,) Quacks, Milliners, Aristocrats, Furriers, Penny-a-liners, Bar-tenders, Contractors, Thin Legs, Charmers, Blowers, Mischief-makers, Termagants, Dentists, Junkmen, and Mr. Poke-your-nose-in-other-peoples'-business, &c., &c. If we are struck with the designs, we can't say as much for the color, which is put on rather crudely. Of course they all have their four or six lines of doggerel. These lines are always mysteries to us. Who makes them? Are they made at all? Like GARABRANT's little bits of stinging philosophy under his pictures, is the design first made, and do the verses come afterward of their own accord? Does the motto man who works up confectionery literature give a portion of his valuable talents (of course in the dull season) to the valentine manufacturer? We suppose this secret of the business never, never can be solved. One manufacturer told us his poetry was made by a funny Irishman, who worked by the day and was found; another informed us that a retired undertaker composed for them in his leisure moments. A third with all that modesty of a true born genius, blushingly said he was much given to fishing, and when the fish wouldn't bite he worked up the verses. The sentimental kind, are just as pretty as gold-leaf, lace-paper, looking-glass, chromo-lithographic emblems, artificial flowers, ribbons and gauze, all artistically arranged can make them. They are given to the mouse-trap style: you lift something up, and find under that, regularly imprisoned, a cupid, or a dove, or a pretty face. We are forced to acknowledge, however, enthusiastic as we may be, that the verses, of course when compared with the comic ones, are flat, and want the sparkle and brilliancy of the funny ones. "The Juveniles" are pretty little pictures, with appropriate lines, just such as a fond mother would want to give her little boy, sure that its discovery under the breakfast-plate would call to his dimpled face whole wreathes of happy smiles at the receipt of his very first real letter. The idea of sending a regular sentimental valentine in an ordinary envelope to those thoroughly acquainted with the etiquette of the thing, is to show a [illegible] of *savoir faire*. Tremendous envelopes, all stamped and embossed, are only admissible under such circumstances, and accordingly a million of such are sold for Valentine's Day. The trade in valentines commences early in December; then the orders from the Pacific slopes are sent in; it then increases with fear, but its true course culminates about the 14th of this month, and does not pass away entirely until the end of the month.

THE POSTMAN'S OPINION OF VALENTINES.

It is by the postman that the large increase of letters is most notably felt. We asked our man in gray about it early in the week. His reply was rapidly given, as follows: "Begun? of course it has. I have got a dreadful lot today. How can I tell a valentine? That's one, and that and that. Know 'em? Why, some of them smells nice; but mostly there's the smudge mark of a thumb, or a smear of wax with the stamp of a thimble. Then the handwriting is disguised. If it keeps on this way, the office will have to provide me with a [illegible] for them. Here's a letter for the house. Pretty chamber-maid there. Good bye." On inquiring at the Post-office, we were informed by the superintendent, that last year 35,000 mail letters and 170,000 City letters in excess of the regular quantity were distributed during Valentine Week, but that this year, from the very mail is increased quantity already pouring into the office, a perfect avalanche might be expected, and that it was thought that something like 500,000 could safely be counted on. What seems strange is, that valentines should keep on as a dropping fire for many days after the 14th. Undoubtedly these stragglers are the purely sentimental ones, and all sent by the timid, who after no end of hesitancy, at last pluck up courage and dare to tell their love. Of course 600,000 valentines do not present the whole number of missives sent. Where they are retailed, a regular business is made of delivering them for consumption. Let us hope that the post master will deal leniently with this infringement of the Postal law, in consideration of the day and of the occasion.

PROPOSED CUSTOMS' RULES.

An Important Order to be Issued by the Collector.

Collector MURPHY contemplates issuing an order declaring that from and after April 1 no permits will be issued for the landing of goods from vessels at night; also that forty-eight hours must elapse after the due entry of a vessel before the merchandise will be permitted to be landed under general order. This time has been [illegible] to the 1st of April because the [illegible] [illegible] [illegible]